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P L A N,
F O R
R E G U L A T I N G
T H E

Marine System of Great Britain.

I N W H I C H

The Service of the Navy, the Interest of the Merchant, and the Contentment of Seamen and their Families, are impartially considered; and each endeavoured to be provided for, in such Manner, that there is Reason to hope it may give universal Satisfaction :

A N D

Enable the Nation to carry on both War and Commerce at the same Time, with equal Vigour and Spirit ;

A N D P A R T I C U L A R L Y

Raise Ten or Twelve Thousand VOLUNTEERS in a very short Time, with little or no Expence to the Government.

By Captain J O H N B L A K E,

Who was in the Fleet under Sir CHARLES WAGER at the Siege of GIBRALTAR, Anno 1727 ; commanded a Ship to the Mediterranean in 1733, and afterwards the Ships Hallifax and Lincoln, in the Service of the East-India Company.

L O N D O N :

Printed for A. MILLAR, in the Strand.

MDCCLVIII.

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 FOR
 REGULATING
 THE

Marine System of Great Britain.

IN WHICH
 46
 The Service of the Navy, the Interest of the
 Merchant, and the Government of Seamen and their
 Families, are fully considered; and each order
 is shown to be necessary in each branch, that the
 Nation to hope for a successful result.



Table the Nation
 the same Time, with equal Vigour and Spirit;

AND
 Part Ten of Twelve, showing the manner in which the
 Time, with little or no Expense to the Government.

By Captain JOHN BLAKE.

Who was in the Fleet when the Government was at the point of
 being defeated, and who, by his command, saved the Fleet, and
 the Nation, from a total defeat, and who, by his command, saved the
 Nation, from a total defeat, and who, by his command, saved the

LONDON.

Printed by A. MILLAR, in St. Paul's Church-Yard.

MDCCLXXV.

[11]

T O T H E

R E A D E R.

THAT the marine system of Great-Britain stands in need of being regulated, no one who makes proper observations upon it can doubt: the great difficulty of manning the navy, the oppressive, and unconstitutional methods taken for that purpose; the delay, and improper manner of paying the seamen's wages, and many other pernicious practices make this matter too evident.

A sincere and warm desire to serve my country, and relieve the hardships of a set of men so necessary for the **HONOUR**, the **SAFETY**, and the **COMMERCE** of these kingdoms, have been the only motives of my drawing up this Plan. And were my abilities equal to my zeal, I should not doubt of its success. But however deficient the former may be (and greatly deficient I know they are for an affair of this consequence) yet the long time I have been in sea-service, and in different stations, render me not altogether unqualified for this province, as it has given me the opportunity of being pretty well acquainted with the many mismanagements, impositions, and cruelties so frequently and justly complained of. An attempt, in some degree at least, to remedy these evils which are extremely prejudicial to the public, and tend to deprive those of liberty, and almost every benefit of life, who are a great means of preserving liberty to Britons, and all the other blessings they enjoy; an attempt, I say, to remedy such evils,

evils, and do service to so brave and useful a body of men as the sea-faring people are, surely cannot but meet with approbation from every well-wisher to his country, and to mankind.

When I first resolved to publish the following sheets, I did not intend to be publickly known for the author: and therefore lately advertised my plan, *as written by a Gentleman of long Experience in Sea-Service*: but certain persons of worth to whom it was communicated, and for whose judgments I cannot but entertain the greatest deference, enjoined me to set my name to it: this, as it is the true reason, will, I hope, be an effectual excuse for my so doing. And tho' by this means I may stand exposed to the censure of some, I depend on the indulgence of the candid and good-natured reader, howsoever I may be found to have erred in point of judgment or invention. And if I should find that this part of my scheme meets with a favourable reception, I shall very probably, when time will permit, communicate to the public some further remarks and necessary regulations respecting the marine system.

April, 1758.
Great Marlborough-street,
London.

JOHN BLAKE.

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P L A N

For REGULATING the

Marine System of Great Britain.

BY this plan it is proposed, to man his Majesty's navy with more ease, expedition, and regularity, and in a way more effectual and less oppressive than that now in use: and likewise, to encourage seamen to enter voluntarily into the service of the navy, as often as occasion shall require, without being compelled thereto by force and violence; removing at the same time the many inconveniencies, great expences, delays, and other difficulties, with which commerce is embarrassed in time of war. By this plan also every British seaman will always be usefully employed, either in defending his country, or carrying on its trade: whereas, at present, great numbers are, from time to time, lost to the public, when their service is most wanted, by secreting themselves or being secreted by others, to avoid the oppressive methods now practised.

This plan will remove many official embarrassments, that have hitherto greatly obstructed such a desirable and necessary end, as the punctual, frequent, and certain payment of seamen's wages; as it will point out an effectual method for preventing frauds and abuses upon seamen, and enable them not only to remit a proportion of their wages for the support of their wives and families, but also to enjoy a proper share thereof themselves, while employed

ployed in the service of their country, and by that means, with other regulations hereafter proposed, effectually secure their chearful service, and greatly if not wholly prevent desertion.

By this plan, also the many inconveniencies attending the payment of ships of war, on the point of failing, will be removed; and particularly the great embarrassments thence arising to the commander in chief of a squadron, as well as to the commander of every single ship, by which great detention is frequently occasioned, and opportunities of failing are lost, so as to give our enemies the advantage of us, in point of time.

1st, It is proposed, that when there shall be occasion to equip any squadron of his Majesty's navy, a three decked ship, unfit for sea service, be put in commission, and stationed at the Nore, compleatly rigged, with her sails bent, and guns run out on the upper deck only; the middle deck tier on board in their proper places, lashed fore and aft, no guns to be on the quarter deck, or fore-castle, or in the cook-rooms, and the lower deck left quite clear for the better accommodation of a greater number of men: the ports of the said lower deck to be grated on the inside, in order to admit fresh air, and at the same time to prevent any thing from going out or coming on board without the knowledge and consent of the proper officer, so that the entering ports may be the only places for such purposes. And the more effectually to prevent any person or thing from slipping into the ship, without due examination and permission, that two open grated bulk-heads be made from side to side, one abaft and the other before the entering ports, and divided fore and aft by a partition in the midships, to avoid the confounding of persons and things entering and going out at the different sides of the ship: That on each deck, or on two of the decks at least, be made convenient cook-

cook-rooms, or places for dressing victuals, as well the ship's allowance as the particular refreshments which the officers and seamen may provide for themselves : That pumps be fixed on each side of the ship, so that each deck may be readily supplied with water from the sea on all occasions, each having a cistern and pipe to carry off the waste water : And where women are permitted to come on board, some other conveniencies also will be found necessary, for the sake of decency : Especially, as it is hoped that, by this plan, matrimony will be promoted, and the seamen get more modest and industrious wives than they generally have at present : And, whereas it is customary to allow no greater distance between hammock and hammock than barely fourteen inches ; in fitting this ship let nails for hanging hammocks be driven in all proper places, not to be afterwards removed on any pretence, at distances not exceeding eighteen inches for petty officers births, nor less than sixteen inches for common men. By this the number that such a ship can accommodate at a time will be ascertained : And if more room be wanted the orlop deck may be enlarged. The ship to be fitted with accommodations for a double set of commission and warrant officers, and a convenient part thereof appointed and fitted up for a pay-office, and lodgings for a cashier and assistant clerk from the pay-office, to reside on board, and provided with an iron cash chest under three different locks.

Let this ship be distinguished by adding the title of *pay ship* and the *place of her station* to her proper name ; and let her be provided with a screw stamp-seal, having a device thereon, with the name of the ship, her station, and quality (for example, *Namur Pay-ship, at the Nore*) in letters round the device, and let this ship's seal be also kept in a strong box under three locks.

The uses for which this pay-ship is intended, and the reasons for fitting her up in this particular manner, will appear and be best explained occasionally as we proceed in the pursuit of this plan. Other ships also, of the same nature, and for the same purposes, may be appointed, as the exigency of affairs shall require, at other places, particularly at Portsmouth, Plymouth, and Kingsale in Ireland.

2d, That when the pay-ship is thus fitted and stationed, she be provided with a double set of commission and warrant officers, together with a double number of masters-mates and midshipmen; and also that a sufficient number (suppose sixty for example) of able watermen, not having been at sea, be demanded of watermen's-hall, and put on board this ship, to serve as boats crews, and rated as able seamen, yet not liable to be sent to sea, or turned over to any other ship; but that they be discharged at the end of one year, if they require it, and the hall obliged to find other men to supply the places of those so discharged: That these men serving one year be paid as is hereafter proposed for other volunteer seamen, with liberty to continue in the same service, if they desire it, and are approved of by the commander; otherwise, that each waterman who has served one year, and chuses to be discharged, have, together with his discharge, a personal protection, allowing him to follow his business, without hinderance or molestation, for two years, in order to encourage them, (as is most necessary at the beginning of a war especially,) to a chearful and diligent performance of their duty, both in aiding and assisting to procure men for his Majesty's service, and in preventing the desertion of these already engaged; particularly by rowing round the ship, during the night, in a guard-boat, as is done by the officers of the customs with regard to homeward bound Indiamen. Each pay-ship to have also a sufficient number

number (suppose forty) seamen rated able, who shall be entitled to all the same privileges and advantages as the watermen abovementioned : These seamen and watermen, together with the officers aforesaid, to be the full and proper complement of such pay-ship, and will be sufficient to take due care of her ; except upon any sudden emergency when she may be reinforced by men from the dock-yard, on making a proper signal. The reason for giving her so few hands for her proper complement will appear when I come to shew the uses for which she is designed.

Of these two captains and sets of officers, one captain is to be the proper commander of the ship, and the officers of his set are to be considered as the proper officers of the ship ; and their duty, besides attending to the business of the ship, to be aiding and assisting, under the direction of their commander aforesaid, in disciplining, exercising, and classing the men that come on board. The other captain, under the title of the *Pay-captain*, is particularly to attend to the business of the pay-office kept on board such ship ; to send the officers under him on board merchant ships, in order to lot the men, and transact any other matter relative to the procuring of seamen for his Majesty's service, in such manner as this plan will appear in its place to require, or otherways as shall be thought proper by the lords of the admiralty.

3d, The pay-ship or ships being thus fitted, officered, and provided with boats-crews and seamen, are designed for the original places of entry of every officer and seaman employed in his Majesty's navy, in manner following, viz.

Every officer, as soon as commissioned or appointed by warrant for any particular ship of war, is to give in his name, either in writing, or by appearing in person, to the office on board the pay-ship
stationed

stationed in the division where the ship lies for which he is appointed, so as the day of his entring may appear on that pay-ship's books, as well as on the books of the ship to which he belongs.

That every petty-officer, seaman, or landman, employed in his majesty's service, be sent, or go on board one of the pay-ships; and that the seamen and landmen in particular, be there examined, if fit for the service, and being found so, be there entered within twenty-four hours; that is, under the head of a man on *port-pay*, to be paid as hereafter regulated; if a sea-faring man, at the rate of the lowest class of seamen; and, if a landman, at the rate of the lowest class of landmen; which classes will be hereafter distinctly specified: such port-pay to commence from the time of the man's first appearing on board.

That if any man so received into the service, shall not be provided with bedding and two changes of linen, or other necessary cloathing, or shall be unable to furnish himself therewith, he shall be supplied out of the slops on board, and obliged to take the same on account, and in part of the two month's wages to be advanced him, as hereafter shall be proposed: at the same time, a hammock, with a lashing, shall be delivered him, and a birth assigned to hang it in.

4th, The men being thus entered on board, the next step is to enquire into their abilities and qualifications, in order to class them ready for sea-service, when called for; so that every one may be rated, employed, and paid, according and in proportion to his capacity of service, which will hereafter appear to be attended with some singular advantages.

It was proposed, that each pay-ship should have two sets of officers, with a view, that one of the sets should attend wholly to the examination of the
abilities

abilities of the men that come, or are put on board, frequently exercising those who are received into the service, in knotting and splicing, in handing and reefing of sails, and all other parts of seamen's duty that can be performed in a ship at anchor, teaching them also the exercise of the great guns and small arms by divisions ; but in such manner, as not to harrafs the whole number at a time, and as well, that the officers may the more easily instruct them, as that they may the better distinguish each man's capacity and proficiency : by which means they will be better enabled to do every man justice in classing him properly, against he comes to be turned over into another ship for actual sea service.

It is not hereby meant, that such men shall be kept longer a-board the pay-ship, than till they are wanted for actual service ; but that till then, they may be every day improved, and fitted for further improvements in the ships to which they may be turned over ; and at all events, be the fitter for immediate action, in which, great confusion often arises from the want of such a regulation.

5th, That upon an order from the admiralty, for manning in part, or compleatly, any of his majesty's ships, such men as have been longest on board the pay-ship, shall be listed out from the different classes, in the proportions to be afterwards assigned, in order to their being turned over to the said ship ; whereupon, each man so listed, shall have two months pay advanced him, according to the class in which he is rated, and shall be borne upon the said ship, in the same class in which he is rated as above ; deducting out of such advance, the amount of the bedding and cloaths furnished him, and at the same time allowing every such man to make a power of attorney, for one month's wages,

wages, when six grow due from the time of his entry on sea service, in favour of his wife, or such trustee or trustees for his children, as he shall name in their behalf; or, in case of his having no wife or children, in favour of his necessitous and impotent parent or parents, or any other person or persons whom he shall chuse; such power of attorney being printed on a full sheet of paper in the manner here set forth; by which it is presumed, all forgery, frauds, and abuses, will be rendered impracticable: that is to say, let a particular fabric of paper be made, with a peculiar mark not hitherto used, a ship, for example, in the very middle of the sheet; and in the middle of this sheet also, let a flourish be printed, so that the sheet may be cut in two, indentwise. On one side of this sheet, first legally stamped, let the power of attorney be printed, with proper blanks to be filled-up, and also a duplicate thereof on the opposite page; which power and duplicate are both to be signed by the person making the power, and duly executed, and witnessed by the commander, cashier, and assistant clerk, and then stamped with the ship's seal. The sheet is then to be cut in the middle, from top to bottom, indentwise, by the cashier, or his assistant; that part which is legally stamped, to be delivered free of all charges whatever to the seaman, who is to be indulged in writing to his wife, or other attorney, a letter, not exceeding one sheet; which letter, with the power inclosed, the said cashier, or his assistant, shall direct to the person therein appointed, and the captain to frank the same on his majesty's service, as commander of the pay-ship: and the duplicate of the seaman's power to be forwarded by the said commander to the pay-office in London.

6th, That the end aimed at by the powers regulated as above, may be the better obtained, it

Is proposed, that the Pay-office, on receipt of the duplicate of such power, shall by letter inform the minister, church-wardens, and overseers of the parish where the wife or other attorney therein named is described to live, that such power hath been granted by such person in favour of such attorney, and direct public notice to be given thereof from the desk next time divine service is performed in that church, between the prayers and the sermon ; and also, that after service and sermon, the said parish officers do make due enquiry among the parishioners after such attorney, and notify the intelligence they get, by filling up the blanks in a printed form (which is to be sent them with the letter annexed thereto) and by remitting the form so filled up to the Pay-office.

That the attorney being thus found and ascertained (the wife, by producing a certificate of her marriage) do at the same time signify to the above-mentioned parish-officers, who shall report the same to the Pay-office, where, and from which of the public offices or officer to be hereafter named, she or he is desirous of receiving the money when it becomes payable ; provided always, that such power be not given in prejudice to the wife and children of the seaman making it ; in which case the officers of the parish where such seaman's wife or children reside, shall be empowered to stop the payment of the money, by entering a *Caveat* in behalf of such wife or children, and of the parish where they have a residence.

7th, Against the time the money becomes payable, the Pay-office shall transmit to the abovesaid parish officers, a franked order for payment thereof, according to the attorney's desire ; to whom the said parish officers shall deliver the said order, on such person's producing the original power, and at the same time grant her or him a certificate signed

by the minister, and one, at least, of the aforesaid parish officers, that she or he is the identical person named and designed in the said power and order; on producing which power, order, and certificate, and leaving the two latter in the hands of the officer on whom the order is drawn, that officer shall be authorized and required to pay the money, without delay, fee, or reward, as directed to the said attorney, whose receipt for the same, together with the order and certificate aforesaid, shall be his sufficient vouchers. And in like manner, shall a new certificate be granted every six months. And in order to prevent any confusion that may arise from the fluctuating humour of seamen, every such power being once established as above, shall at all events stand good for one year from the date thereof, and take place of all others, that is to say, for the payment of two months wages in twelve; or shall continue in force for a longer time, unless superseded by a new power, which new power, to prevent or remedy abuses, each officer or seaman shall be at liberty to make revocation of the former, at the end of every twelve month's service, in the manner and form before-mentioned; the duplicate of the former power to be cancelled at the Pay-office, on receipt of the new one. And as it may be inconvenient or impracticable for the wife, or other attorney appointed by such power, either through illness or other causes, to attend personally, the money to be payable to the written order of such attorney, witnessed by the minister, and one, at least of the parish officers abovementioned, on producing the aforesaid vouchers to corroborate such order.

And whereas such seaman's wife, or other attorney, may change the place of her or his abode mentioned in the power; in such case the minister, and one at least of the parish officers aforesaid, shall
and

and are hereby required to grant such persons applying for the same, without delay, fee, or reward, a certificate of her or his being the identical person named in the power; which certificate shall be directed to the minister and officers of the parish to which she or he shall have removed; and by virtue thereof, the said last mentioned minister and parish officers, shall certify to the Pay-office, as before ordered, expressly signifying such removal, and do every thing else directed to be done by the minister and officers of the former parish, if no such removal had happened.

8th, The seaman being now entered into sea-service, provided with bedding, cloaths, some money in his pocket, and a reasonable part of his pay secured to his wife and family, or just creditors, for twelve months to come; the next point to be considered, is, what shall be done for him at the expiration of that term, when he will have eight months wages remaining due to him, besides his port-pay. And whereas no indulgence or encouragement that can be given to seamen, will ever be sufficient to engage them to enter voluntarily, and serve chearfully in the navy, unless some share of liberty be allowed them on the shore; the want of which, is their great, if not their greatest objection to the service; it is proposed, that every ship, sloop, or other vessel of war, being in any of the ports of Great-Britain or Ireland, where a pay-ship is stationed, and having on board any petty-officers, or volunteer seamen, who have served his majesty for twelve months preceding, in that ship, or in any other, the commander do weekly, or oftener, if occasion be and opportunity permit, deliver in a list of such men to the commander of the pay-ship; and that such seamen, desiring liberty to go on shore, be ordered on board the pay-ship by the commander thereof, with permission to bring
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their chests and bedding with them : and in lieu of such men, the commander of the pay-ship, shall draught off an equal number of men of the same classes to supply their places. The men thus taken on board the pay-ship, shall immediately receive two months pay, and liberty to go and remain on shore for four weeks, with a personal protection, as hereafter proposed ; during which time their pay shall cease, in lieu of other advantages that will accrue to them by this plan : mean while their chests and bedding, properly marked and numbered, shall remain in the pay-ship, under the care of one of the officers, and by him be kept under lock and key in a store-room appointed for that purpose, so as to be ready for them at their return, or to be forwarded to any other pay-ship to which they may be ordered by notice in the public papers, by the Pay-office, or Ticket-office, hereafter to be proposed in London, or by any of the pay-ships to which they shall apply for orders ; so that they appear on board such ship, against, or before the expiration of the leave of absence granted them, under penalty of losing the indulgences allowed to volunteer seamen, and such as will declare themselves to be so in due time. But if such volunteer seamen, or others, who have in due time declared their chearful entrance into the service, shall desire to stay during all, or any part of the said month, on board the pay-ship, to encourage them thereto, they shall be put on port-pay, and during that time be permitted to bring and keep their wives on board, (the wives producing certificates of their marriage) and shall not be sent to sea till their month is out, except in cases of invasion, or other sudden and great emergency ; nor then, but on ships ordered on channel or coast service, and after their return, they shall be allowed to complete the remainder of the aforesaid time of liberty, if they
 desire

desire it: and thus great expences will be saved to the seamen and their wives, by their knowing with certainty, when and where to meet each other; besides the further probability of his majesty's gaining several young subjects, likely to become seamen, by these indulgences; and besides the encouragement it will give to matrimony, and to sober and industrious women to marry seamen, who will also be thereby, in a great measure, prevented from entring into pernicious connexions with lewd and disorderly women on board ships in sea-service.

9th, And thus will the seaman enjoy himself with his wife on board the pay-ship; both he and she, at this period, receiving money to defray travelling charges, and to procure refreshments from the shore: while the seaman ashore on liberty likewise, reaps the advantage of recruiting his health and habit of body; thereby evading the scorbutic disorders incident to sea-faring men, which renders him not only more capable of his business when he returns to duty, but also less liable, in a succeeding voyage, to those distempers by which it is too well known, many brave seamen have either lost their lives, or been disabled; and ships of war, consequently rendered less fit, either to attack, or defend themselves against an enemy.

And whereas the Seamen hath at this period, an arrear of six months wages due to him, besides his port-pay, and a deposit of his chest and bedding in the pay-ship; all these may be considered as sufficient securities for his return. But as ready money is the grand incentive and bait to engage seamen, it is proposed, that every man shall immediately on his return to the pay-ship, receive all the port-pay due to him; and likewise that before, or when he is turned over to his former ship, or any other,
for

for sea service, one month's pay, in part of the next succeeding six months, shall be advanced him; and at the expiration of the said six months, his wife, or other attorney, being entitled to receive one month's pay, a balance will then remain due to him of four months wages, over and above the six months always intended by this plan to be kept in hand till he be finally discharged.

10th, These four months wages it is proposed shall be paid in the following manner: that is to say, at the expiration of the said six months, or as soon after as the ship shall be in a port where such matters can be transacted; the seaman shall receive the same either by a ticket for the whole, payable at the pay-office in London, and bearing interest from the quarter-day next after the date thereof, at the rate of 5 l. per cent. if not paid before that time; (the reason for which rate of interest will hereafter appear;) or he shall, at his choice, receive one or two months thereof in cash, and the remainder in such a ticket as is abovementioned, whatever port the ship be in at the time; deducting therefrom (out of the cash if he receives any) what may be due for stops or other goods furnished him. And to enable such seamen as are inclined to remit or send their tickets to their wives, families, or friends, so to do with conveniency, and without charge; the commander is to be directed, that, on application, he do forward, by the first safe conveyance, every such seaman's ticket to the Pay-office in London, inclosed in such seaman's letter, not exceeding one sheet, and directed to the person for whose use he remits the ticket: the said letter, with the ticket inclosed, to be without delay forwarded from the Pay-office by the post, as directed, being first franked by the pay-master, and indorsed, returnable to the pay-office for the benefit of the remitter, in case the
 person

person to whom it is directed should be dead or not to be found.

11th, The better to prevent frauds, let all tickets be made out on paper of the same sort or fabric as was before directed to be used for letters of attorney, and sealed in the same manner with the ship's seal; and for that purpose, let every single ship in commission be provided with a particular seal, in her stores, like those of pay-ships, differing therefrom only in having the ship's particular name engraved round it; the said seal to be kept under the immediate care of the commander, who is to use the same for stamping tickets and letters of attorney, when the ship is abroad, or in places where no pay-ship is stationed; observing in such cases, that the commander and two of his commission-officers do verify such tickets, by signing the same: and also such letters of attorney, by witnessing the execution thereof.

And if any seaman hath not had opportunity to take the benefit of the month's leave of absence, or indulgence on board a pay ship, as stipulated for him after his having served twelve months, it is proposed that such seaman shall now be permitted to enjoy the same, if he desires it: provided always that no seaman shall at any time be allowed such leave of absence, while the ship is in any foreign port, not belonging, or subject to the crown of Great-Britain; and that in any of the British colonies, plantations, settlements, or factories abroad, it shall be left to the discretion of the commander in chief of a squadron, or the commander of a single ship where there is no commander in chief, to allow or refuse the men, at that time and place, such indulgences of liberty on shore, as he may judge it safe and consistent with the service. And if, by this means, a seaman shall remain in the service two years, without having the opportunity of enjoying

joying such indulgence or liberty on shore; he shall in like manner be entitled after that term, to two months liberty together, if he desires the same, and be indulged with letting his pay remain, to be received in a sum at that period.

12th, That the commander in chief of every squadron going abroad in his majesty's service shall carry with him two able clerks, to be borne on the ships books, exclusive of his secretary, and have an office erected for them on board his ship, in which all the business of the squadron, relative to pay, shall be transacted under the said commander's direction, in the same manner as if, for the time, she were a pay ship, except only as to the receiving and exercising men on board. And to enable such commander in chief to perform the duty here required of him, and to procure money for that purpose, it is proposed that he be impowered to draw on the Pay-office in London, for such sum or sums of money as from time to time shall be found necessary for the payments he is by this regulation to make. And moreover, that the commander of every single ship, who happens to be at a distance from his commander in chief, and not likely soon to join him, be also empowered, in like manner, to draw for the money by this regulation rendered necessary; first making up his lists for that purpose of such men whose pay is become due, with the sum payable to each man set against his name: such lists to be signed by himself, and witnessed by two of his commissioned officers; who are also to witness his bill of exchange on the Pay-office for that sum: the bill to be drawn, and the men to be paid, according to the current exchange of the place, on the best information the captain can get from the governor, or principal persons there residing: and that as soon as such commander of a single ship join his commander in chief, he shall deliver to him

him in writing an exact account of all his transactions of this nature, in order to their being registered in the general account to be kept on board the commander in chief's ship. And whereas it may be inconvenient to pay men in actual sea-service abroad, so frequently as men on board ships in a port of Great-Britain, or Ireland, may be paid, it is proposed that the commander of each ship shall every month make up lists of all men to whom money shall on this plan become due and payable in all that month; in order that monthly payments may be made to such men, instead of the weekly payments proposed to be made to men at home by pay-ships, because it can be done with less difficulty or inconvenience.

13th, After a seaman hath been in the service two years, which is the next period of payment, his wife, or other attorney, is entitled to receive one month's wages, and he himself the remaining five months wages of the last six he hath served; which is proposed shall be regularly paid him at the expiration of that term, in the following manner, viz. one month's pay in cash, and a ticket for the other four at the same time, and a month's leave of absence granted him, agreeable to the form and manner before established after his first twelve months service. And after this period, his wife, or other attorney, will constantly receive one month's wages, and he himself five months wages, *as above*, at the end of every six months he shall serve, together with the indulgences above specified at the proper returns of time, what shall be due for fops or other goods, or to the surgeon for venereal cures, to be set off in the ticket.

And as a further encouragement to induce every seaman to serve voluntarily and chearfully, it is proposed that after he hath been three years in actual service entitling him to pay, or as soon after as the

ship in which he serves shall arrive in Great-Britain, he be finally discharged, and have a ticket for all arrears whatever, either payable immediately, or bearing interest till paid at the rate of 5 l. per cent. together with a personal protection, under the name of a *Liberty Ticket*, for the space of two years ensuing, or for life, if he be fifty years old, allowing him to follow his occupation unmolested, either on shore or on ship-board, where he shall also be exempt from drawing lots at his return from a voyage, provided it be within his time of liberty, or in case he be fifty years old: with this only restriction, that if he goes out of the kingdom, he shall give notice thereof at the Ticket-office, as likewise of his return, and there register his place of abode during his residence on shore; in order that, in case of proclamation, or notice in the Gazette, upon any invasion, or other sudden emergency, he may be ready, and appear at the said office to go on board such of his majesty's ships as he shall be ordered to, there to continue and serve till the occasion of calling for him is removed; after which he shall be forthwith discharged, and punctually paid at a rate not less than able seaman's pay, and receive a certificate of the time he has thus served, which is now to be added to the time allotted him by his liberty ticket; nor during this service shall such man be sent on any foreign voyage, or otherwise employed than in home service. But it is to be observed that such liberty-men not conforming to these regulations, shall thereby forfeit all benefit from their liberty ticket for the future.

14th, Having thus provided encouragement for volunteer seamen, and such as shall within the first six months declare themselves so, it seems necessary that some distinction be made between them, and such as may have been forced into the service, and have not declared themselves as above. It is therefore

fore proposed that the latter be deprived, first of the month's leave of absence allowed the others after every twelve months service; and secondly, of the benefit of a liberty ticket at the expiration of three years spent in the service; as also that, in classing the men as hereafter proposed, none but volunteer seamen, or those who within the above limited time declare themselves so, shall be rated in the first class of seamen, or, if landmen, in the first class of landmen: but that in all other respects they shall reap every benefit and indulgence proposed by this plan. They shall however be obliged to serve on board any ship to which they shall be ordered, without exception: whereas every volunteer seaman, upon returning to his duty from the month's leave of absence to be annually granted him, shall be indulged with the liberty of objecting against any particular ship in which he served before, or against serving under any one particular officer, tho' removed into another ship, by whom he may think himself to have been aggrieved in his former service; at the same time, if any such seamen shall think himself rated below his abilities, he may then desire a new examination, that he may be new rated as he shall be found to deserve, according to the design of this plan to be hereafter explained. And, in order that each man may be excited to exert himself, and behave properly in his duty; and that all refractoriness and turbulence, as well as neglect and disobedience, may be as much as possible discouraged; the commander of every ship of war shall, at the end of every period of twelve months service of each man, make his remarks in writing on the character and behaviour during that service of every one whom he shall think deserving either of a higher or lower class than he was rated in before: this paper of remarks to be kept separate from any other, and the observations on each man concealed till his return on board.

15th, As it is not to be supposed that his majesty's fleet can be manned with so many volunteer seamen as may be required for the defence of the nation; therefore a method is here offered which, it is imagined, will not only be more agreeable to seamen in general, but more effectually answer the ends of government, than any thing hitherto practised to attain them.

That the master or commander of every merchant ship or vessel, belonging to British subjects, shall, when outward-bound, and during the whole voyage, keep an exact muster-roll or list of the ship's company; inserting therein, in distinct columns, the number, name, age, quality, monthly wages, height, complexion, visible marks, and other description of every officer and man on board his ship, and particularly whether married or single, together with his last or present place of abode, the time and place when, and where he entered, died, run, or was discharged, from the beginning to the end of each voyage; to the end that such muster-roll may at all times be ready to be produced to the commander or commissioned officers of any of his majesty's ships, the collectors of the ports, or such person or persons as shall be appointed by the lords of the admiralty to demand and examine the same, and shall to such person or persons declare that he is ready to certify the truth of his muster-roll so produced (to the best of his knowledge) upon oath before a proper magistrate, when required so to do: and to prevent the imposition of a false muster, the muster-roll so produced shall be signed by the first examining officer at the bottom of the list, immediately under the last man's name, with the words *Examined by me* prefixed to the said officer's name and quality, and afterwards confirmed in the same manner by any superior officer that may inspect the same, and think it proper so to do; and that the muster-roll
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kept as above directed, or an exact copy thereof, be a part of the ship's clearance in and out of every port in his majesty's dominions, at home or abroad, and be likewise given in to British-consuls residing in foreign parts, who are hereby required to sign the original. The use and intent of this muster-roll being for the following, as well as other purposes, viz.

16th, That on the arrival of any merchant ship on the coast of Great-Britain or Ireland, or in the ports thereof, such muster-roll shall be produced to any of the officers before-mentioned coming on board for that purpose, who shall thereby muster the whole ship's company distinctly by name, and enquire into the truth of the muster-roll, particularly as to those said to be dead, run, or discharged, and by all other means satisfy himself in relation thereto: after which, the said officer shall declare what number or proportion of men are required from that ship or vessel for his majesty's service, according to the orders he shall have received from the Admiralty; provided always, that the proportion required do not exceed two-thirds, nor be less than one-fourth of such part of the whole ship's company as is hereby subjected to be taken by lot, in the manner now to be described.

Besides, the master and commander in every merchant ship arriving from a foreign voyage, the following officers shall be exempted from drawing lots, viz. the chief-mate, the boatswain, and carpenter; and in ships, whose usual complement shall appear by the muster-roll to be at least forty hands, the following officers, besides those before-mentioned, shall likewise be exempted from drawing lots, viz. the surgeon, gunner, the ship's steward, and captain's steward, or any person useful to the master or commander, in the last mentioned capacity, not being an able seaman: and
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in India ships, whose usual complement is one hundred men; the second and third mates, purser, caulker, and captain's cook, shall moreover be exempted from the lot. All others not here excepted, shall be subject to draw lots, in such manner as to furnish the proportion which shall be required by the Lords of the Admiralty, from the ship's company on the muster-roll; which proportion shall be made good, notwithstanding the escape of any of the men after the ship's coming in with the land, upon the coast, or into port, as such escape could not be made without the connivance of the rest, which this regulation may prevent. Moreover, such men so running away, shall be excluded from all indulgences allowed, and from the benefit of the protections granted to the rest; and half the gross wages of such run-aways from the ship, shall be deposited by the commander in the Pay-office, till demanded by the seaman appearing in person, within six months, and offering to enter on board a king's ship; and if not so demanded in that time, to be forfeited to the use of Greenwich hospital.

17th, All seamen on whom the lot falls, shall serve in the navy in that quality, and in the class which they shall appear to deserve. All inferior mates and midshipmen, on whom the lot falls, shall have the stations they respectively held on board their own ships, set against each man's name in the lot-list; which shall be understood as a recommendation for their being entered and rated to sea-service from the pay-ship, as masters mates, or midshipmen respectively, if they be found so qualified, and if such be wanted: but otherwise, and at all events, to act as such, without being obliged to common seamen's duty; and shall be indulged, as acting officers, with all the privileges of such, except pay and prize-money; for which they must
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take their chance, according to the class they shall be found worthy to be rated in. All the handy-crafts-men on whom the lot shall fall, particularly carpenter's-mates, caulkers, armourers, and sail-makers, shall be entered and employed among the crews of their respective occupations, if qualified and wanted; but, at all events, they shall be excused from the duty of common seamen, and be rated for pay in the first class of seamen: otherwise, as men of such professions are always greatly wanted in time of war, both in the king's and merchants dock-yards, and on board merchant ships, they shall on that account be paid off, and discharged; seeing men of their qualifications may serve the public much more usefully in their own professions a-shore, than they can do as common seamen; and each man, when so discharged, shall have a liberty-ticket, allowing him to follow his proper business, on the same conditions as a seaman discharged with a liberty-ticket, after three year's service; as it is but reasonable, that, having drawn the lot to serve in the navy, and being now excused there-from, and not actually engaged in some branch of his majesty's naval service, they shall be obliged to appear and enter into actual service, when liberty-men are called for, either by proclamation, or notice from the Lords of the Admiralty, in cases of sudden emergency; and then to act, be rated, discharged, and paid as able seamen; but at any other time, when men of their particular professions are wanted, and called for; then to appear, be entered, rated, and paid according to their several professions, in the books of such ships as they shall be appointed to serve in.

18th, The men being thus lotted, the mustering-officer, or some person by him appointed for that purpose, in writing, shall proceed with the said ship to her destined port in Great Britain or Ireland,

Ireland, and be victualled at the master's table, all the time he is on board. Within forty-eight hours after the ship comes to an anchor in the said port, or sooner, if she be sooner moored, and properly secured; the officer, with the master and all the ship's company, together, or in divisions, as may be most convenient, shall repair to the Ticket-office in London, or on board the pay-ship, where one is stationed; or in other ports, to the collector of the customs, where the captain shall receive a general protection for his whole crew, during a certain time, proportioned to the length of his voyage, and at the rate of one month on twelve, accounting his voyage, from the day of his clearing outwards, to the day of his entry inwards. At the same time, each particular man shall receive a personal protection of the same tenour and import, by means whereof, he will be at full liberty, either to remain on board, or to follow his occupation or pleasure on shore, unmolested during that term. In every such protection, both general and particular, each man shall be distinguished by his description in the muster-roll, with the addition of the place he intends to repair to, and reside in, during such liberty; and also expressing whether he be a lot-man or not. And to prevent frauds, and especially the counterfeiting of these protections, let a general form be printed for them on paper of the fabrick before proposed, with columns to be filled up in writing, as occasion shall require; and being so filled up, let each be signed by the aforesaid mustering-officer, together with the officer appointed to grant the same, and then be sealed with the seal of the office where it is granted.

19th, Any commander of a ship or ships of war that first meet with a homeward-bound merchant ship, in port, or on the coasts of Great Britain or Ireland, shall be authorized to send on board her,
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one or more of his commission officers, who shall call over such ship's company by the muster-roll, and sign the same; after which, a midshipman, or some one officer appointed by the said commander, shall remain in, and proceed with the merchant-ship till her arrival at her destined port in Great-Britain or Ireland, and till a proper muster-master come on board to lot the men, and till every thing else be done as before directed; and then he is to follow such orders as he shall have received from his commander, or may receive from the Ticket-office, by direction from the Lords of the Admiralty, for returning to his duty, and for which he shall be allowed such conduct-money as shall be judged reasonable.

All the men thus lotted to serve in his majesty's navy, shall be considered in the same light, and on the same footing as other men who are absent upon leave, and at or before the expiration of their time, must appear in person at the Ticket-office in London, or on board some pay-ship, unless he finds another unlotted man to serve for him, who if approved of, shall accordingly be received in his stead.

20th, And to enforce their punctual performance of this obligation, it is proposed, that the master of the merchant-ship, from which they were taken by lot, be obliged, within four days after the date of the abovementioned protections, to make up such lotted seaman's accounts, and deposit in the Pay-office in London, or in the office on board a pay ship, or with the collector of the customs of the port, as shall be most convenient, one-half of the gross wages, appearing by the muster-roll to have been earned by every lotted man; or in lieu thereof, the nett sum of seven pounds fourteen shillings for each man (the reason for fixing on this particular sum, will hereafter ap-

pear); and at the same time, pay to every man the remainder or over-plus of wages due to him; which deposits and payments shall fully discharge the master with regard to all demands of the lotted-men for wages. On the lotted-man's coming to duty on board a pay-ship at the appointed time, and producing his protection or liberty-ticket, in which the sum deposited for him shall be distinctly expressed, he shall immediately receive the whole money so deposited, without any deduction whatever, either in cash, if he requires it, or, at his option, by a bill or order for the same, drawn by the office on board such pay-ship, sealed with the ship's seal, and made payable on demand at the Pay-office in London, or at the office on board of any other pay-ship, or by any other office or officers appointed by this plan to pay seamen's wages, tickets, or letters of attorney, as shall be most agreeable to the lot-man's desire, and most convenient for himself or his family.

2^d If any lotted man shall not come to duty at the time appointed, he shall forfeit the whole money deposited for him, unless he can produce reasonable proofs that his non-appearance was owing to sickness, misfortune, or other involuntary cause: and the money so forfeited shall be applied to the raising of a fund for granting bounties to volunteers, in case such a measure should be thought proper in time of war, though it is hoped there will be no occasion for it, if this plan be pursued; and the remainder, if any, when peace comes, shall be applied to the use of Greenwich-hospital. But if it should appear that the lotted man was detained by illness, or other unfortunate accident, the money shall be repaid him on his coming to duty as soon as perfectly recovered; and if his appearance be prevented by any irrecoverable ailment, rendering the man unserviceable, or by death, the money shall

shall be refunded to his order, if living, or to his executors, if dead, on reasonable proof being made of the truth of the case by a certificate from the minister and church-wardens of the parish in which he resided during his illness, or from the highest justice of peace; excepting only the deductions to be hereafter mentioned. And as the sickness or infirmity of such lot-man may continue for some time, and be attended with expence; it is proposed that the nearest justice of the peace, on notice given him of such lot-man's illness, and on sight of his protection-ticket, shall on request make an order to the overseers of the poor to issue for the use of such sick man daily, while he may continue ill, a sum not exceeding one shilling a day, nor amounting in the whole to more than the deposit mentioned in his protection-ticket; which sum so advanced for the lot-man's use, and for his funeral, in case of death, shall upon his recovery or burial be entered on the back of his protection-ticket, and attested by the justice of peace, who shall at the same time grant the overseers of the poor a certificate of their having advanced such a sum, on such an account, for such a man, having such a protection-ticket; by virtue of which certificate they shall receive the sum so advanced on demanded from any of the officers or offices appointed by this plan to pay money on account of seamen; and, for the greater ease and conveniency of the parish-officers, such certificates shall be paid in cash, by the persons employed to collect the land-tax in that division or parish (if they have cash in their hands) and allowed in their accounts with the receiver-general.

22d, Also every volunteer seaman possessed of a protection-ticket shewing him to be such, though no deposit money should be mentioned therein, shall on being taken ill be treated in all respects in the same manner as above directed with regard to a

lot-man ; except that he shall not be allowed more than nine-pence each day during his illness ; the money to be recovered by the overseers, in the same manner as that advanced to or for lot-men. The money advanced as above to the lot-man, and endorsed on his protection-ticket, to be deducted out of his depofite money, when repaid him on his coming to duty ; and that advanced to a volunteer seamen who hath made no depofite, to be deducted out of the first payment of advance or wages to be made him ; except only that he shall first of all be provided with bedding and two changes of linen, as before proposed. Every justice of the peace, on the first notice given him of the illness of any seaman, having a protection-ticket, and granting the order above directed, shall by the next post send advice thereof, with all the particulars relating to such seaman, to the Ticket-office in London, and also of his recovery or death, and the time when : the seaman, in case of recovery, together with an overseer of the parish, is to apply immediately to such justice of the peace, or in his absence to the nearest, from whom he shall receive a certificate of the time of his illness and recovery, and of the sum advanced him during his illness ; after which he shall be obliged to follow his former orders, or such others as may be transmitted from the Ticket-office in London, to the said justice, or in his absence to the overseers of the parish.

23d, And whereas the number of volunteer seamen, together with the lot-men out of ships returning from foreign voyages, may not be sufficient to man the navy as the public occasions shall require ; and as great numbers of men fit to serve in his majesty's navy are employed in the coasting trade, or otherwise upon the water, who ought in all reason to contribute some quota for the defence of their country ; and whereas an enforced register

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is not only disagreeable, but infinitely difficult, and perhaps impracticable; it is therefore proposed that a number of such blank protection-tickets as are before mentioned, be lodged with the collector, or sub-collector, of the customs in every sea-port town in Great-Britain and Ireland, as well as at the Ticket-office in London, and on board the pay-ships, and also, in the inland parts of Great-Britain and Ireland, with the collector of excise, or with such officer in that branch as may be thought proper, where such reside; and, where there are none such, with the mayor of the place, or a justice of the peace: that, when it is thought proper, public notice be given on a market-day, that every man employed in coasting vessels, or otherwise upon the water, applying to the aforesaid respective officer or officers, shall, without fee or reward, receive a personal protection-ticket, which the said officer or officers shall be empowered to sign, seal, and grant, upon his giving in his name, place of abode, employment, and other description, as above required in muster-rolls: that he shall enjoy the benefit of this protection unmolested for one whole year from the date thereof, on the following conditions, viz. That after public proclamation made, or advertisement published in the Gazette by order of the lords of the admiralty, any four sea-faring men together, or any four men otherwise employed on the water together, appearing before such officer, and drawing lots in separate classes for one of the four sea-faring men, or one of the four others, to serve in his majesty's navy, the man on whom the lot falls, or an approved substitute in his stead, shall forthwith repair on board the nearest pay-ship, there to be received, and entered in the same manner as lot-men taken out of a ship returning from a foreign voyage: that for his protection on the road, and ascertaining the time allowed for his journey, as well

well as the conduct-money he is to receive at his coming on board the pay-ship, the officer or officers, in whose presence he draws his lot, shall grant him a certificate thereof, expressing the day when, and the place where, the said lot was drawn, with the distance from the pay-ship, and the time allowed him to travel it; the time to be regulated at the rate of fifteen post-miles each day, and the conduct-money at the rate of one penny for each mile; and that every man who complies punctually and chearfully with these regulations shall in all respects be considered as a volunteer in the service. And whereas it may not always be possible to get four seamen together, in order to their drawing lots, it is proposed that in such cases, and in no other, seamen may be allowed to draw promiscuously with such as are not seamen. And, in case of a greater or less number than four men appearing or giving in their names at one time to draw lots, the lesser number or the overplus-men shall apply to any other office or officer, as they shall be directed, and there draw their lots; the remaining three of the four who draw lots to be furnished with protection-tickets for one year; at the expiration of which they shall again be obliged, if on shore, and not otherwise protected, to draw new lots as before, and so on from year to year: or, in case they go to sea on a foreign voyage, they shall on their return be subject to draw lots with the rest of the ship's company. They shall also, if on shore, or in coast-service, be subject to be called upon to serve in the navy without lots, on any sudden or great emergency, in the same manner, and on the same terms as before proposed with regard to liberty-men who have served three years; or, if the case be not urgent, draw lots for such proportion of them as may be wanted; and when the occasion for such service ceases, they shall be paid off and dis-

discharged, with liberty to return to their occupations as before: and moreover, in every such case, all persons so serving shall be allowed conduct-money out and home.

24th, And whereas it is the design of this plan, that every sea-faring man, or other person working on the water, may be rendered useful to the public in the service either of the navy or of commerce, and to preserve the diligent industrious person from being molested in following his occupation, while the idle loiterer is still subject to all the inconveniences he now complains of, and which his compliance with this plan would totally remove, as one great benefit attending it is a personal protection to every man duly employed either in the king's service, or in trade, as well as a reasonable allowance of liberty, to enjoy himself on shore with his wife and family, and taste the fruits of his labours with more satisfaction than he can at present; it is therefore proposed that the master of every merchant ship beginning to fit outward, and to ship men for a voyage, shall appear at the Ticket-office in London, or before the collector of the port where he fits out, and there enter his ship, declaring the complement of men he intends to carry; for which purpose a blank muster-roll shall be signed at top by the proper officer at the Ticket-office in London, or by the collector of the customs at the port, and also by the master; and being thus prepared shall be kept and employed for the uses before set forth. In this muster-roll he shall enter the name and description, as before directed; of every officer and man whom he ships, and on so doing apply for and receive a personal protection for each; provided always that no more men be borne at one time on the muster-roll than the ship's compliment at first declared and therein expressed; which protection shall stand good for the voyage, unless the
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man appear to belong to any of the king's ships, which the master is strictly enjoined to enquire into; and unless the man neglect to attend diligently the duty he is shipped for; in which case the master is required to give notice of such misbehaviour to the Ticket-office, or to the collector of the customs, or to any of the examining officers to be appointed by this plan; to the end that such man may be found, and rendered useful to his country in the manner to be hereafter explained: such man's protection being thereby invalidated, he shall be marked run on the muster-roll, and the master be allowed to ship another man in his room, for whom he shall receive a new personal protection.

25th, To proceed with this plan: all such men as shall desert or neglect the service in which they are protected, as also all sea-faring men, and others getting their livelihood upon the water, who shall abscond, secrete themselves, or be secreted by others, and thereby avoid the contributing their due proportion to the defence of their country, not being already properly employed and protected in some branch of service, for the use either of the navy or of commerce, as by this plan they may be, and having no visible fortune or estate, shall be in law deemed as idle persons, liable to be taken up as vagrants and vagabonds, and as such carried before one of his Majesty's justices of the peace, who shall be empowered and ordered to deliver over every such person to any officer appointed to receive men for the service of his Majesty's navy: And if such person be taken up at a distance from any such officer, the justice of the peace shall have orders and power to pass him under confinement from county to county, at the charge of each county through which he passes, to the nearest pay-ship, where he shall be delivered over to the commander, upon his receipt for the man so delivered. And that the justice of

peace for ordering any such vagrant seaman to be delivered over to the proper officer appointed to receive seamen, or ordering such vagrant seamen to be sent from county to county to the nearest pay-ship, shall immediately on issuing such order acquaint the Ticket-office in London therewith.

Instead of the numerous press-gangs usually composed of such men as are most to be depended on, officers as well as seamen, who are thus employed in a service very disagreeable to themselves as well as to the public, whereby great disorders are occasioned, and by whose absence the king's service suffers very considerably, the use of many men and ships being thereby lost, and a great expence incurred, without any necessity; if this plan be right, it is proposed that in their stead a certain number of half-pay officers, unfit for sea-service, be put on whole pay, and appointed by warrant as patrolling examiners, together with such assistants as time shall shew and the lords of the admiralty shall think to be necessary, and have authority to demand the aid of all by-standers, and of the civil power, if requisite, to enter and search all public houses, to question every seaman he may meet with, to demand his protection, and to examine it when produced.

That, if such protection appear to be genuine, the seaman producing it be instantly dismissed; but, if otherwise, that he be seized as an unlicensed vagabond, carried before a justice of peace, and dealt with according to the above directions.

26th, And whereas it is evident that a great number of hands are even now wanting to man his Majesty's navy, notwithstanding the force that has been used in pressing, and the large bounties that have been offered to volunteers; and that there is but little reason to hope for speedy success from either of these methods, an embargo, as our last resource on such occasions, is daily expected: And

Yet it hath seldom been found to have a much better effect than driving the major part of seamen into holes and corners, where they lurk, useless to themselves, their king, and their country, as long as they have a farthing left to spend; nay, if they have no money of their own, their landlords and the crimps supply them, till they find an opportunity of bringing them, like silly sheep, to market in the merchant service. One great reason of the seamen's unwillingness to enter into the service of the navy is the wide difference between the king's and the merchant's pay. Indeed, how can an able seaman be contented with 22 s. 6 d. a month, ill paid, or perhaps 17 s. 6 d. if he happens to be rated ordinary, when at the same time he sees his fellows, perhaps worse seamen than himself, earning from 50 s. to 3 and 4 pound a month on board a merchant ship, and sure of being duly paid at the end of the voyage, besides knowing the period of their service, which a seaman in the navy never does.

Therefore, the better to encourage all sorts of men wanted, to enter voluntarily, and to serve chearfully, in his Majesty's navy, I venture to propose that an addition be made to the present pay of all men, under the rank of officers, serving on board a king's ship; and also that the future pay of men employed in merchant ships shall be limited within certain bounds, whereby both services will be equally benefited, and a proper and reasonable provision be made for the seamen in either. But as the raising men's wages in the navy may be objected to, on account of the additional charge it will bring upon the public, it may not be improper to shew the grounds and reasonableness of such a proposal before we proceed further in it.

27th, All the world knows the dependance which Great Britain hath and must have on seamen; they

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are the support of our commerce, and of our naval power, of our riches, and of our freedom. Were it not for the protection of those brave fellows, this happy island would soon fall a prey to the ambition of a neighbouring tyrannical and all-grasping power; who wants nothing but a superior fleet, which is daily augmenting, to effect our ruin, and in ours that of the liberties of Europe. By their dangers and fatigues, in the various scenes of a sea-faring life, we live ashore in safety and ease, securely enjoying our liberties and properties, while they who so well defend them possess but a small share of either. The steadiness and intrepidity with which, on different occasions, these men face death without shrinking, never fail to give both pleasure and astonishment to all who see or hear of it. And shall not those, who are so much benefited by their services, endeavour to remove every hardship and difficulty, that is not inseparable from their profession and employment? Shall we not rather go further, and make them an equitable compensation for the many dangers they run, and the many hardships they unavoidably suffer, for our defence and preservation?

With a view to this let it be considered that the present monthly pay of 22 s. 6 d. for able, and 17 s. 6 d. for ordinary seamen, was established by king Charles II. near 100 years ago, when money was of greater value, and would go much further in procuring the necessaries of life, and supporting a family than at present. Every gentleman must be sensible from his own experience that the prices of all things have for many years been, and are every day, advancing; particularly the prices of labour, and more especially in times of war. And why should not these brave men reap an equal benefit with their fellow-subjects, who run no risques, and enjoy more of the comforts of life than it is pos-

sible any sailor can, though ever so well provided for?

I have my self, though in the station of an officer, been so circumstanced, on board a ship well provided at her outset, that I could with joy have drank the water of the dirtiest kennel in London. How often are the poor sailors reduced to short allowance of every kind? How often does the water turn black, and stink so that a man cannot put it to his mouth without holding his nose? How often do the salt provisions grow black, dry, hard, and shrink on being boiled, to half the quantity? Their pease likewise often come out of the kettle as hard as bullets, and will by no means incorporate with the water: their flower, oatmeal, and bread, frequently turn musty, or abound with weavels and maggots, occasioned by moist weather or the dampness of the ship; so that though hunger makes them eatable, yet they are very nauseous and unpalatable. It is true, by the rules of the navy, unwholesome provisions may be condemned, and others appointed in lieu of them: but they may be in the bad circumstances just mentioned, and yet not fall under condemnation; and moreover there may be no others, or no better, to use in their stead, or to supply their places; so that the seaman must eat these disagreeable provisions or none at all. These inconveniencies the best victualled ships are liable to in long passages or cruises. No landmen whatever, no not the poor maintained by the parish, nor even a prisoner in Newgate, ever suffers in this manner: He is at worst sure of wholesome bread, good water, and a dry and quiet place to rest in; whereas the seaman cannot depend on any of these: for, besides the inconveniencies before mentioned, he labours night and day; must return to fresh duty every four hours, nay, is often called upon in the hours destined for his repose

repose or refreshment; is exposed, on the open deck, at all hours, at all seasons, and in all weathers; sometimes to excessive heat, at others to cold, wind, and rain, and often, in a dark night, is posted on the mast or yard arm of a ship, rolling on such a tempestuous sea that he can with difficulty secure himself from falling. If to all these hardships be added his dangers from the enemy, as well as many others more than can be here enumerated, who is there that will say the encouraging and taking due care of such men, is not an object well worthy of the public attention? I hope there is not one such to be found, and also that the method now to be proposed for that end, will meet with general approbation.

28th, It is, that all men under the rank of officers, serving in his Majesty's navy be distributed into the five following classes, viz.

Class,	per day,	nett money	L.	s.	d.
1st, Able seamen at	11 d.	for 28 days is	1	5	8
2d, Ordinary do.	10 ditto	- -	1	3	4
3d, Sea-lads,	9 ditto	- -	1	1	0
4th, Able bodied landm.	8 ditto	- -	0	18	8
5th, Ordinary do. or land-lads not under 18 years of age,	7 ditto	- - -	0	16	4

And whereas the pay here proposed may make the amount of the monthly wages of a ship of war appear to be much larger than it is by this plan intended to be, it seems proper to set forth in this place the number of men to be taken from each class to complete a ship's company: for example, a fifty gun ship, and others in proportion to their guns, shall have, for each gun,

Of the 1st Class suppose 2 being 100 men

2d ditto	-	-	1	-	-	50
3d ditto	-	-	1	-	-	50
4th ditto	-	-	1	-	-	50
5th ditto	-	-	1	-	-	50
						— 300 men.

The remainder to be completed by officers and boys. This proportion, being given only as a sketch of my design, may be altered or regulated as shall be judged proper; provided only that every ship in commission shall, as near as can be, according to her guns, be equally supplied with her complement of men out of the above five classes; and marines may be introduced in the place of landmen, or of any part of any other class, as shall be thought most convenient.

In short, by some such method of distributing men into classes, and by drawing a certain proportion out of every class, according to the number of guns a ship carries, all the ships in the navy may be equally manned, every one as well in proportion to her force as any other, and made equally fit, in that respect, for sea service.

The monthly wages of the common men on board a 50 gun ship, manned according to this method, and of others in proportion, will be as follows, viz.

Of class 1st	2 Men per gun at 1.	5	8 p. mo.	100 Men is	1.	128	6	8
2d	1	1	3	4	50	58	6	8
3d	1	1	1	0	50	52	10	0
4th	1	0	18	8	50	46	13	4
5th	1	0	16	4	50	40	16	8

And thus 300 Men will cost the government per month 326 13 4

which 326 l. 13 s. 4 d. for 6 men to a gun is at the rate of 1 l. 1 s. 9 $\frac{1}{3}$ d. nett money for each man per month, for

2 Able

		L.	s.	d.	
2	Able seamen of the 1st Class will have	2	11	4	Nett
1	Ordinary ditto 2d	1	3	4	
1	Sea-lad not under 18 years of age } 3d	1	1	0	
1	Able landman 4th	0	18	9	
1	Ordinary ditto 5th	0	16	4	

which is at a medium for each man per month 1 l. 1 s. 9 $\frac{1}{3}$ d. whereas at present there are but two rates of men in the navy, viz. able and ordinary, the former of whom receives 22 s. 6 d. and the latter 17 s. 6 d. neat money per month, which is just 20 s. neat per month to each man on an average; so that the advance of monthly wages here proposed is no more than 1 s. 9 $\frac{1}{3}$ d. neat for each man on an average. But if the proportion of men taken for each gun be only one man out of each class for a gun, the monthly advance of neat money to each man on an average will be but 1 s. Thus,

On the present footing.

	L.	s.	d.	neat pay,	L.	s.	d.	gross pay.
1	Able seaman has	1	2	6	or	1	4	0 per month
1	Ordinary ditto	0	17	6		0	19	0
2	Men have	2	0	0	or	2	3	0 per month
	Medium for 1 man	1	0	0		1	1	6

On this plan.

Man	Class	L.	s.	d.	neat pay	L.	s.	d.	gross pay.
1	of 1st hath	1	5	8		1	7	2	
1	2d	1	3	4		1	4	10	
1	3d	1	1	0		1	2	6	
1	4th	0	18	8		1	0	2	
1	5th	0	16	4		0	17	10	

5 Men have 5 5 0 5 12 6
which is at a medium for one man 1 l. 1 s. or 1 l. 2 s. 6 d.

29th, All persons in the service of his majesty's navy shall receive their pay according to the rates above mentioned, without any deduction whatsoever, except what may be due for slops or other goods supplied them, neglect of duty, and what is usually allowed the surgeon in venereal cases, with regard to which last it is very fit there should be some certain regulation, as the seamen can apply to no other for cure. Whether any alteration be made in the wages here proposed or no, it is humbly and particularly recommended that the pay of each man according to his class, as well as the pay of the commander and every other officer, be likewise regulated and fixed to an even sum per day, and not per month, payable in English money, which will greatly facilitate and dispatch liquidating as well as the paying off wages, with respect to which the commander will be embarrassed with little more than keeping each officer's and men's account of time.

And whereas seamen in his Majesty's navy now stand rated on the books, able at 24 s. and ordinary at 19 s. per month, are paid only 22 s. 6 d. and 17 s. 6 d. nett per month, it appears that a deduction of 1 s 6 d. per month is made for each man's wages, being 6 d. per month for Greenwich-hospital, and the rest for the surgeon, chaplain, chest at Chatham, &c. each particular whereof, in which many fractions will unavoidably arise, is to be accurately adjusted by the commander, and inserted in each man's ticket as well as in the ship's pay-books; it is humbly proposed that, to relieve the commander from so much unnecessary trouble, perplexity, and embarrassment, this part being 1 s 6 d. per month in each man's wages, shall be made up by the clerks at the Pay-office, and the amount added to the account of nett wages paid such seamen, the whole applicable as before, in order

der to make up the expence of the navy in point of pay. Thus the commander, by keeping an account only of the time each seaman has served, will be able with ease to liquidate the amount of his nett wages, they being always at so much per day, without fractions, which will also save a great deal of time and many tedious calculations at the Pay-office.

30th, It is further proposed that five or ten per cent. in the nett produce of all prizes taken from the enemy, shall within a limited time after condemnation thereof be paid or remitted by the agent for such prize to the Pay-office in London, to be applied to defray any extra-charges that may arise to the government from this plan; and in case no such extra-charge should arise, as little or none is apprehended, then the said money, or the remainder thereof, to be appropriated to the use of Greenwich hospital, as a provision for taking in a greater number of disabled seamen than can at present be received.

It is well known when a prize is taken by his majesty's ships no less than $\frac{3}{4}$ of the whole, or 7 s. 6 d. in the pound goes to the commanders; by which some of them have jumped at once into such riches, that they have ungratefully thrown up, or on some pretence or other excused themselves from the service, or at least become very cautious of risking their persons in it afterwards. This point therefore seems to deserve the animadversion of the legislature; mean time as the commander takes to himself 7 s. 6 d. out of every nett pound the prize sells for, can he think it hard to be obliged to contribute 9 d. or $4\frac{1}{2}$, which is 10 or 5 per cent. out of his 7 s. 6 d. to the carrying on of this plan, for which he will reap so many advantages, when every private man pays towards it the same proportion of his pittance. There cannot surely

be a greater recommendation thereof to him, than that it will free him from the difficulties he now meets with in manning his ship, keeping the crew to their duty on board and in good order, without any danger of their deserting; and particularly that it will relieve him from the load of pay-books so loudly complained of, and remove many of those obstructions to his sailing or keeping the sea, which now too often prevent his gaining both fortune and reputation by taking more prizes from the enemy, and at the same time preserving the properties of his countrymen.

31st, And whereas great difficulties have arisen in the manning of the navy, during the time of war, from the extravagant wages demanded by, and given to seamen employed in the merchants service, it is proposed that, for the future, the rates of wages to be paid to all seamen employed in the merchant service, being his majesty's subjects, and not having liberty-tickets granted after three years service in the navy, shall be limited as follows, viz. To an able seaman not more than 40 s. per month; to an ordinary seaman not more than 30 s. per month; and to sea-lads under 18 not more than 22 s. 6 d. per month.

That, to compensate for these restrictions, any merchant or master of a merchant ship shall be allowed to employ any seaman possessed of a liberty-ticket granted after three years service in the navy, at any rate of wages they can agree upon, during the term of such liberty, or as long as they can agree, if such liberty-man be above the age of fifty; and in the same manner may a merchant or master employ and pay foreign seamen, for any term, and at any wages they can agree upon, deducting however from the wages of every such foreigner a double duty to Greenwich-hospital. Nor ought the merchant

merchant to complain of this regulation, as he can never be distressed for want of hands to navigate his ships, while he is allowed to employ liberty-men, seamen above fifty, foreigners, and landmen, at any rate he can get them at; and also all those who escape the lot on board the homeward-bound shipping, coasting-seamen, and sea-lads, under the age of eighteen, at the above limited rates; and at the same time will save great sums of money, now extorted from him every voyage by the unreasonable demands of mariners, prompted by crimps and landlords, who moreover swell the extravagant charge by a further demand of crimpage for procuring men; that is, for first seducing and secreting them from the service of the public, and then, like Jonathan Wild, of infamous memory, taking money for restoring them.

However, there are in all bodies of men some who are never to be pleased, and who, though the first to cry out against difficulties and inconveniences, are nevertheless ready to find fault with every method proposed for removing them; especially unless it be so contrived as to bind every body except themselves, but---it is to be hoped there are very few such men among our merchants, and that any objections that can be made to a scheme of this kind, for limiting the wages to be paid in the merchant service, will be answered and superseded by the good sense of the rest. Indeed things are come to such a pass, no less than three and four pounds per month being at this time paid to seamen, that it is evident some regulation of this point is absolutely necessary and ought to be enforced by law.

With regard to seamen it is easy to point out a method for obliging them to conform, by making no wages recoverable in law above what shall become due according to the rates above set down,

notwithstanding any compact which a commander's necessity may drive him into; and by enacting that every seafaring man taking such advantage, shall, on his return, be compelled without lot to serve in his majesty's navy.

I must own it is a matter of greater difficulty to find a way of obliging the merchant and commander to comply with proper restrictions, and to prevent his evading the intention of such a scheme by any collusion with the man himself, or some person for him; nor will I presume to point out one: but it is not to be doubted that, if ever this plan should be thought worthy of the notice of the legislature, proper means for enforcing the observance of such restrictions on all concerned will be wisely provided.

32d, And whereas it is customary in the West-Indies, and other parts beyond sea, to hire mariners by the run-home, at very exorbitant rates (at present from Jamaica, and the Leeward Islands, I am told that 25 l. on a medium is given to common seamen, together with a large quantity of rum and sugar); which is productive of many irregularities, and particularly of great detriment to the navy, as well as to commerce: for the high wages given on such occasions tempt men to desert the ships they belong to, and to enter on board of others by the run-home; so that sometimes two merchant ships may happen to be manned with each others deserters, who are so well paid, that, though they forfeit the wages due to them at the time of their running away, yet in the end they prove considerable gainers. Indeed, when a master of a ship, suppose at Jamaica, hath lost any of his hands, he applies of course to a crimp, of whom there are too many every where, who makes it his business to seduce the men belonging to some other ship, and too frequently succeeds, even with those
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in his Majesty's service; at which the master's necessity obliges him to wink. The consequence is, that the commander of the king's ship is obliged to make up his loss by pressing hands from the merchant ships; whence arise hardships and heartburnings on both sides. All this while the number of hands continues just the same: and both his Majesty's service and the merchant service would have been less hurt, had there been no desertion encouraged on one side, nor violence used on the other.

In order to prevent these inconveniences it is proposed that every deserter from a merchant ship be marked *Run* upon the muster-roll; and that the master do give immediate notice thereof to the commander in chief, or any commander of a king's ship, who is hereby required to be aiding and assisting to recover such man; and the man being found shall thereupon be taken into his Majesty's service, and there rated in the lowest class of seamen. And to encourage the master, as well as to punish the mariner; and that the merchant service may not be distressed, a seaman shall be granted in lieu of the said man, if found, to make the voyage home, for which he shall be paid, for each month he is so employed, at the same rate the deserter would have claimed, if he had not run away.

Also, if a merchant or master of a merchant-man shall, by himself, or by the means of any person employed by him, discover and secure any deserter from any ship whatever, and deliver him over into the king's service, such merchant or master shall, by so doing, be entitled to receive from his majesty's navy a seaman in lieu of such deserter so secured, whenever he shall require a hand to navigate home any vessel in which he is interested or concerned. This is proposed with a view to prevent any deserter from escaping, by hiding himself till his own ship be gone: for no doubt every master,

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on his hands leaving him, will inform all the other masters thereof, who will thus be encouraged to look out so sharp after them, that it will be very difficult for any of them to avoid being soon caught.

33d, In order to remove the great temptation to desert from merchant ships, as well as from the king's service, it is proposed that all contracts and bargains by the run be made illegal; and that nothing be recoverable by law, upon any such agreement, more than the monthly wages according to the rates before established; excepting only colliers, and other coasting vessels, which have been always accustomed to go by the run, whether in peace or war: the hire they may pay by the run shall however be regulated and limited as shall seem meet, and so as to keep a reasonable proportion with the wages of other seamen, and compensate them for the extraordinary diligence so necessary in coasting voyages.

And moreover it is proposed that no merchant, master, crimp, or other person, be allowed to engage seamen in the merchant service by any bounty or premium whatever, other than in part of the above rated wages; but that the owners, agents, and commanders of privateers, designed solely to cruise against the enemy, and not sailing by wages, but by shares of prizes, be allowed to engage men by bounties, not exceeding five guineas each man for a six months cruise and service. Provided always that nothing here proposed be understood to prejudice any particular privileges that may have been, or may be, granted to ships engaged in the Greenland trade, or to hinder the owners of vessels going upon hazardous voyages from being indulged, at any time, by the lords of the admiralty, on their petition for that purpose, with liberty by special warrant to hire a certain
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number of men, for such particular voyage, at higher wages than are above specified, or to engage them in such hazardous service by such bounties as may be thought proper, in order to prevent the loss of any valuable branch of trade, for want of suitable encouragement to induce seamen to run extraordinary risques.

34th, To prevent the extortions usually practised upon seamen, it is proposed that every person be prohibited by law from demanding, taking, or receiving more than six pence in the pound for his trouble, fee, or commission on receiving and repaying any pay, prize money, or other monies, becoming due to men in the service of the navy; and that every person so offending be not only made liable to refund all the money so taken or received, but also fineable for such imposition. And moreover, in order to prevent the seducing and secret-ing of seamen, it is further proposed, that every keeper of a public house, and every letter of private lodgings, who shall be convicted of entertaining a known seaman, or any man whom there is reason from his appearance to suspect of being a seafaring man, without first seeing his protection, and without giving notice thereof, by letter or in person, to the nearest examining officer or office, especially if no protection be produced, shall be liable to such a fine or mulct as may be thought proper; which ought to be the more severe, in case he be proved to have been any way accessory to the persuading or seducing such man to desert any service in which he was protected. And that such information may the more readily be given and received, it is proposed that certain houses of rendezvous, in Wapping, Ratcliff, Rotherhithe, &c. be publicly appointed by the lords of the admiralty; at each of which some one of the patrolling examining officers shall call at least twice every day, that is, forenoon and

and afternoon, for the aforesaid purpose, as well as to receive and engage volunteers.

35th, To put a stop to the tyranny and injustice which have too often been practised upon private persons, as well as the abuses that have been committed against the public service, in releasing some, through favour, who ought to have been detained, and detaining others, who were unfit for his majesty's service, and ought to have been released, it is hereby proposed that, instead of putting this disagreeable and unthankful duty wholly on regulating captains, who are now forced to perform it in a tavern or alehouse, a public-office be appointed in the Tower, or else that a large room be erected or hired near it for this purpose; and that in this room a court shall openly and regularly sit certain hours every day, during war time; that this court shall consist of regulating captains, as at present, together with a gentleman versed in the laws; to be appointed in the character of *Regulating Judge*, or *President of the regulating Court*, with a yearly salary during the time of his acting in that office; the regulating captains to determine the fitness, or capacity for his Majesty's service, of every man that comes before them, either as a volunteer, a lotted-man, or unprotected person; and the regulating judge to determine how far such man is obliged to serve, by any law that may be made in consequence of this plan, or any other that may be in force; and that the friends, as well as the accusers, of every man under examination, be freely admitted and candidly heard, as in other courts; and that every thing be not only transacted publicly and openly, but exactly minuted down, in a summary way, by a *regulating clerk*, who shall be employed with a salary for that and other uses, the minutes to be read over to the judge and captains at their next meeting, and then entered into a book, to be fairly
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and carefully kept for that purpose, so that, by having recourse thereto, the lords of the admiralty, or any person concerned, may be fully informed of all the proceedings.

36th, That to enable the patrolling examiners and the regulating captains to execute the duty assigned them by this plan, they be respectively attended by a proper number of able watermen, instead of the multitude of officers and seamen, now employed in press-gangs; whereas a very small number will be sufficient for the purpose here aimed at, as none are to be dealt with by compulsion, but the idler and the vagrant.

That it be also part of the duty of these regulating captains to enter volunteers; to have the direction of the vessels appointed to carry men on board pay-ships; and on the application of volunteers, allotted-men, or men returning to duty, or when any other men are ordered to be sent on board, they shall direct in what vessel, and when they are to take their passage, with their chests and bedding, at the public expence: ordering withal that every volunteer, lot-man, and man returning to duty, have the free liberty of the deck, in order to preserve them from that destructive and contagious sickness, which is too well known to be the effect of close confinement; whereof what happened lately in the black-hole at Bengal is one shocking instance, though we might find many not unlike it nearer home, could every surviving seamen tell the moving tale of his sufferings as well as Mr. Holwell.

These contagious distempers are pernicious, not only to the individuals who are first seized with them, through close confinement, but in general to the crews of every ship into which they happen to be moved while thus infected: so that one man labouring under what is called the *Ship Fever*, or

the *Goal Distemper*, which are one and the same thing, is capable of communicating it to a whole squadron, or even to a whole fleet; witness the terrible effects it had on the French fleet commanded by the duke D'Anville, sent out towards the end of the last war, at a vast expence, and with a mighty force to ruin all our settlements in North America, and the West-Indies; which grand expedition was wholly overfet, by means of the infection which a few hands taken out of an English convict-ship spread amongst the soldiers and seamen. In short, all the ships of any enemy never destroyed so many brave English seamen, in any war, as have been lost or rather cruelly murdered by ill-judged, because unnecessary confinement, and the contagious distempers naturally arising therefrom.

37th, There are many reasons for wishing that the tenders employed to carry men on board pay-ships, were either the property of the government, or, if hired, that they were manned, and especially victualled by the government, as the king's ships are; that every such tender were under the immediate command of a king's officer, allowing the owner, if a hired vessel, to keep on board one or more persons as his agent, or agents, for taking care of the proper stores of the vessel. That the commander of every such tender shall enter in a muster-roll the names of all the men, that come on board by order of the regulating captains, together with the day of their coming on board. That he shall without fee or reward receive all such men, with their chests and bedding, victual them according to the king's allowance till they get on board the pay-ship; to the commander of which he shall deliver them, together with a copy from the muster-roll before ordered to be kept of the time of each man's coming on board his vessel, in order that every volunteer may be entered on port-pay in the books

books of the pay-ship from the day of his so coming on board the tender; whereas others who are sent on board as idlers or vagrants, shall only be entitled to port-pay from the day of their appearance on board the pay-ship.

For all the men so delivered on board the pay-ship, the commander of her shall give a receipt to the commander of the tender, to be produced on his return to the regulating captains, as his full discharge for the men committed to his care. Every volunteer coming to enter shall be allowed conduct money at the rate before-mentioned; but those who are sent on board as idlers or vagrants shall have no such allowance; nor shall any be made to a volunteer or lot-man for such part of his passage as he takes in a king's tender. These tenders may also be usefully employed in moving men from any pay-ship, when too much crowded, to another that has more room. It seems also very proper that a full and clear description of every man, going or put on board a pay-ship, as above, should be entered in the books of such pay-ship against his name, as in the muster-roll before directed to be kept by the commanders of merchant ships; that in case he desert the service, he may the more easily be recovered.

38th, Further to prevent the ill effects, and especially the communication of such infectious distempers, as well as for the better care, and more convenient cure of all the sick and diseased, it is proposed, that if there be no royal hospital for sick and wounded men on shore, at or near the place where a pay-ship is stationed for receiving men, an hospital-ship be appointed and stationed near the said pay-ship; that every sick, wounded, or diseased man shall be removed into the hospital, if there be one, or else into the hospital-ship, as soon as may be, there to be pro-

perly taken care of, instead of being sent into sick quarters; because, among many other reasons, the patients will be more immediately under the eye of the physician and surgeon, much better taken care of, and particularly be kept out of the reach of such things as are improper for people in their condition, as spirituous liquors in fevers, fruit and greens in fluxes, &c. and perhaps too from getting the venereal disease instead of some slighter disorder; for our sea-ports, to the shame of magistracy, abound with lewd and infected women: at the point of Portsmouth in particular, a seaman no sooner sets his foot on shore, but he is surrounded and solicited by a crowd of these abandoned wretches, seduced from his duty, and perhaps tempted to behave so ill that he dare not return to it again, for fear of punishment.

It is no less necessary, for the preservation of mens lives and healths, that all the pay-ships, hospitals on shore, and hospital-ships be constantly supplied with fresh provisions, and the pay-ships moreover with vegetables for broth. With regard to ships in actual sea-service, though there are rules established for the cure of sick or hurt seamen on board their own ships, yet it is too certain that they are but indifferently observed. It is therefore humbly proposed that a stricter compliance therewith be enforced for the future; and moreover that the sick and hurt be ordered to be taken off the ship's provisions, as soon as the surgeon thinks his case requires it; that a larger stock than is now usual of things of every kind proper for such men, be laid in as part of the surgeon's store; particularly such as fine flower, rice, sago, sugar, spices, portable soup, course tea, wine, verjuice, &c. that the sick and hurt men be mess'd and supplied with provisions from these stores by the surgeon; for the issuing whereof it will be necessary that he have a steward

steward under him ; that the commander, on application made to him, shall appoint one man to attend every eight men under the surgeon's care ; and that such man's whole duty shall be to execute the surgeon's directions in dressing the sick mens provisions, washing their cloaths, and doing all other necessaries about them ; that the hospital-birth be appointed in such place between decks as the surgeon shall think most convenient for the purpose ; and that stoves be provided and fixed in the fore-castle for the sole use of the sick or hurt men, together with a proper quantity of charcoal, kettles, saucepans, &c. that the hospital-room be provided with one or more strong armed chairs, which may be lashed to the deck, each having in its bottom a close stool-pan made of metal, which may more easily be emptied and washed clean than the wooden buckets directed by the present regulation of the navy to be used, which always retain a smell, though washed ever so clean, and are very inconvenient for a sick man to sit on, frequently overset with him, by the sudden rolling of the ship, and produce very offensive and unwholsome consequences ; and on such occasions fill the ship with a stench, which not only annoys the whole company, but retards the cure of the sick, and even contributes to infect those that are well. A proper attention to these particulars, however trifling they may seem, and to others which the consideration of these may suggest, though they cannot be specified here, may be the means of saving the lives of many brave men, who might be of great service to their country, but now perish shamefully for want of a little care. As portable soap was recommended above, it may not be amiss to observe here, that one sort thereof might be prepared very cheap at the victnalling office, out
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of the legs, shins, and cheeks of oxen killed for the navy, which cannot be salted for sea use.

39th, And whereas it was proposed that an interest of 5 per cent. should be allowed on seamen's tickets, from the quarter day after the date thereof, till the day of actual payment, which is more than is allowed on navy and victualling bills, or to other creditors of the government; it ought to be considered that this preference is very justly due to the seaman on the following accounts. Those who hold navy or victualling bills must be supposed to have made a gain by the stores they furnished for them; the other public creditors lend their money to the government, because they cannot make more of it any other way; whereas the seaman hath earned what is due to him by hard labour and dangerous service; and after all, lies a long time out of a great part of his wages without any interest at all; for by this plan, he can have no ticket till he has served 18 months, during which time, he, his wife, or other attorney, hath received 8 months pay; so that 10 months wages are due to him, and yet he receives a ticket but for 4 months, the other 6 remaining in the hands of the public as a pledge for his good behaviour till he has served out his 3 years: mean time, while he is employed, perhaps at a great distance from home, he must pay some body $2\frac{1}{2}$ per cent. to receive his money for him, because the public service will not allow him to come and receive it himself; and unless his ticket bear a higher interest than the common, he will not be able to sell it for par; but must suffer a further deduction from his pay, by parting with it at a discount, which assuredly will be so much the greater, the more dangerous the war appears in which he is engaged to serve his country: Besides all these tickets being for petty sums, will always sell for much less, in proportion,
than

than larger sums, though bearing the very same interest.

40th, And whereas it was proposed that every lotted man taken out of a homeward bound merchant ship should deposit half of the wages due to him from that ship, or in lieu thereof the neat sum of 7 l. 14 s. as a pledge for his coming regularly to his duty, it is proper to observe that this particular sum of 7 l. 14 s. was specified because it is equal to 6 months pay of an able seaman in the navy. But if a deposit of six guineas should be thought more equitable, as being nearest the medium of 6 months pay for all the classes, I would rather recommend it. And that all concerned may know, with precision, what every man in the service is at any time entitled to, it is proposed that every man transferred from one ship to another, beginning with his original entry into the pay-ship shall have a certificate from the commander of the ship he quits, expressing the whole time he hath served, in what ship or ships, how rated, to what time paid, and what liberty he hath had; which certificate he shall or may keep, to be produced as occasion shall require: And also that in a printed formulary for turning a man over from one ship to another, as well as in the books of the ship to which he is turned over, the same particulars shall be all expressed in distinct columns; so that on recourse to the books the commander, the officer, the private man, or any one concerned, may readily and certainly know the periods of payment, of leave of absence, and of discharge, as well as the amount of money due, and to be paid at those periods.

In the case of a seaman's attorney not appearing, or not being properly ascertained, the money that should have been paid to such attorney shall remain in the pay-office, to be received by the seaman himself at the first period when liberty is granted him to

be on shore, after every twelve month's service; but in the case of a *caveat* being entered against any seaman's letter of attorney, by the officers of the parish where his lawful wife and children reside, then the money payable by such letter of attorney, shall remain in the pay-office till such *caveat* shall be withdrawn, or till the man has served out his 3 years, which shall first happen, and then be paid to himself, or to his order.

That the personating of a seaman so as to receive, or in order to receive his pay, or prize-money, under false colours and pretences, be made a capital offence; and that the personating a protected seaman, in order to enjoy the benefit thereby allowed him, without any right or title thereto, be made punishable by fine, imprisonment, corporal chastisement, or in such other way as to the legislature shall seem most meet.

41st, And in order to remove the necessity and practice of pressing men from merchant ships abroad, and to prevent the many inconveniences thence arising to commerce, as well as to his Majesty's service, it is proposed that every merchant ship, bound to a place where any squadron of the king's ships may be stationed, be obliged to receive on board, and give a free passage to, one seaman going abroad to serve his Majesty for every ten men of his ship's complement; such man to be in the king's pay, and the commander to be allowed for his victuals 6 d. per day during the whole passage; at the end of which he shall deliver him over to the commanding officer, whom he shall find at such place on his arrival, and who shall grant him a proper certificate for the payment of the aforesaid allowance of 6 per day. By this regulation the commander of the merchant ship, will reap a double advantage, as it will prevent any occasion for taking away his hands, and as the seaman who goes his passenger will be obliged
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(as he must be) to do the ship's duty, as one of her complement, though paid by the king, as well for the preservation of his health, as to compensate by his assistance for the low rate paid by the government for his provision.

42d, When an outward-bound merchant ship is manned and cleared out, as before directed, if any seaman being part of her complement shall prove refractory and ungovernable, the commander may put such man on board one of his Majesty's ships, and in his stead shall receive an ordinary seaman from the commander of the said ship; or if any such seaman shall, in any port or place but the port of London, quit the service which he hath engaged to perform, and shall enter on board any of his Majesty's ships, the commander of the king's ship on board of which he enters, shall immediately furnish the commander of the merchant ship, which he left, with an ordinary seaman in his room. Without some such regulation as this, there can be no order or government on board of any merchant ship while a king's ship is near: For notwithstanding the superior wages allowed men in the merchant service, yet such is their head-strong humour, that if the commander opposes their doing just what they please, that is very often what is very unfit for him to allow, they at once cry out *we will go on board a man of war, one and all*; and frequently execute this threat, by way of triumph over their commander, punishing themselves to distress him, who in such a case, has no other way to help himself but by seducing men from the navy; whereas by the plan here proposed, neither the king's nor the merchant service will ever be in any danger of suffering in the manner here represented.

If for fear of such a misfortune the commander of a merchant ship is any way indulgent to the
I humour

humour of his men, they like froward children, grow so much the more untractable, and there is nothing but confusion during the whole voyage. An instance of this I myself experienced, when I was commander of a ship of about 400 tons burthen, in the year 1733, in the service of Messrs. Micajah and Philip Perry. While I was taking in my lading of corn at Portsmouth for the Mediterranean, and wanted to dispatch a hoy before night, that had no more than 10 or 12 bags left in her, the seamen took it into their heads that they would work no longer. All the gentle arguments I could use served but to make them the more obstinate, till at last by way of insult they suddenly run a bag that was in the takle quite up to the yard-arm, and then gave the word *amain let go, ashore one and all*: On which the bags being let fall from that heighth, into the hold of the vessel, burst and scattered the corn all about: indeed it would have killed the hoyman, if he had happened to be under it. On seeing and hearing this I thought it most prudent, and indeed it was very necessary, to comply with their humour, and instead of resenting their behaviour, to chide the hoyman for being so unreasonable as to insist on the mens working, only that he might have the advantage of saving his tide, and far from objecting to their going ashore, I was obliged to follow them, and treat them too, to prevent further ill consequences. This had the desired effect at the time, but was productive of great frowardness during the whole voyage. The dread of the evils here proposed to be avoided, occasions many a commander to be desirous of sailing without convoy, makes some part with their convoy at sea, and others beat the channel with great danger, rather than put into a port where the king's ships sit out; and I hereby solemnly declare, for my own part, that if I were again

again to command an East India ship, I would chuse, with the consent of my employers, to run all risques from the enemy, both of life and fortune, rather than be subject to these, and many other inconveniencies, that attend the sailing with convoy, as things have been hitherto managed; and I believe there are very few commanders of merchantmen that will not in this agree with me.

From what hath been said, I think it may plainly appear that the several parts of our marine system are very ill connected together; and that instead of mutually strengthening and supporting each other, they all lean different ways, and tend to disunite the whole, whence arise great obstructions both to war and commerce.

43d, It is too well known that many landlords and landladies, crimps, Wapping and Ratcliff-highway solicitors, and other usurers and extortioners, live by making a prey on seamen; and that such are generally their only creditors: the landlords and landladies become so by encouraging them in extravagance, while they have any money, and running them up large scores when they have none; for, as I am told, *any one* in a company is liable for the reckoning; the landlord or landlady prudently understands *every one* of the company to be answerable for the whole, and charges accordingly; and when one pays the debt, or part of it, at his return from a voyage, frequently forgets to set it off from the accounts of the rest. The hungry solicitor, on one hand, supports the unreasonable demands of these creditors; and on the other incites and encourages the seamen to commence unjust prosecutions against the officers and owners of the ships they sailed in; for the carrying on of which, he usually secures an assignment of the wages, or other monies due to those seamen that are weak enough to employ him,

makes them run up large scores at their landlords in treating witnesses, where they carouse night and day, in expectation of the great damages to be recovered: till at last after being stript of all his ready money, and losing his cause, the deluded seaman finds himself over head and ears in debt, both to his solicitor and to his landlord, and for fear of being thrown into a gaol for those debts, or being forced to work like a slave for life in order to discharge them, he flies to hide himself, without a penny in his pocket, and too often runs into foreign service; in both which cases an useful man is lost to his king, his country, and family; nay, in case the seaman happens to recover any money, the solicitor and landlord commonly have the best share of it, and the remainder, if any, is squandered in a riot of triumph with the witnesses, who in hopes thereof, are too often induced to go not a little too far in their evidence. Now that his Majesty's service as well as the trade of Great Britain, may no longer suffer in this manner, and particularly to defeat the cruel and rapacious schemes of the several harpies above mentioned, it is proposed that it be made unlawful (except on a criminal charge) to arrest the person of any man while actually in the service of his Majesty's navy, or if he has a family in a house or lodgings, to seize upon his furniture and household goods, or the tools and implements, with which his wife carries on any mechanical business, for the support of herself and family, during the time of her husband's being in the king's service; seeing it too often happens that industrious wives of seafaring men, being turned out of doors, or otherwise distressed and harassed by merciless extortioners, are driven into crimes which they would otherwise never have thought of: for necessity has no law. Indeed what can a poor creature do, when thus pushed into the streets,

streets, perhaps with an infant hanging at her dry half starved breast? And this perhaps at the very moment the husband or father is bravely fighting for his country, perhaps shedding the last drop of his blood in its defence; or if he comes off with victory and safety, what must he think if at his return, he finds the woman he loved forced to turn prostitute for bread, debauched in her morals beyond recovery, or perhaps her person infected, if not rendered loathsome, by some virulent distemper? Can it appear strange if such a sight should tempt him to renounce at once his ungrateful country, as he thinks it, and all he held dear in it, particularly the very wife and children who before inspired him with courage in the day of battle? Many a British seaman has been found fighting against his country. May it not be supposed that resentment and revenge, occasioned by some such causes as those here pointed out, were amongst the motives that urged him into the service of the enemy?

But when any man is discharged from the navy, and in all events at the expiration of three years spent in the service, when a considerable sum will be due to him, every creditor shall be at liberty to pursue his just claims in such manner as the laws direct, or allow; however, it would not be unreasonable to exclude by law all demands made on account of scores, or notes given on account of scores run up at public houses for quantities of beer, gin, rum, brandy, punch, and other strong liquors, or for any thing but the common necessities of life, since those who indulge the seamen in intemperance and extravagance, and thereby not only pick his pocket of his hard earned wages, but ruin his health, and render him unfit to serve his king and his country, deserve rather to be punished than paid for it; and when a man in the king's service

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is paid according to this plan, it is evident he can have but very few, if any, *just and honest creditors*, and such will not think it too hard to wait the periods of his ticket-payments, or his final discharge.

44th, It is hoped that few objections will be made against the difference of pay allowed by this plan to men in the king's service and those in the merchant service, by such as thoroughly consider their respective circumstances. Men in the merchant service are generally paid by the calendar month, so that they receive but for twelve months in the year; whereas those in the navy service are paid by the month of four weeks, that is, for thirteen months in the year. In the former they lose their wages when the ship they served in is lost, or taken by the enemy; but that is not the case in the latter. In the former they have but little prospect of any prize-money; whereas in the latter they frequently get something, and oftentimes considerable advantages thereby.

Besides, to say nothing of smart-money, those in the navy are entitled to short allowance money, which is never paid in the merchant service, whatever the man may suffer: indeed it is pity that both the victualling and the government of merchant ships are not regulated by some particular laws, as they are among the French, to whose marine system infinite advantages arise, from their well judged *Ordinances* relating thereto.

I have now given a general idea of what I would recommend for the service of the navy, the interest of the merchant, and the contentment of the seaman and his family; but have not time at present to enter so particularly as I at first intended, into the reason and utility of every part of my plan.

These

These however, I shall be ready to lay before the public, whensoever I find that what I have here produced makes such an explanation desired or expected. In the mean time I think it proper to add here a few observations, chiefly respecting the extra-expenditure that may be thought to accrue by this plan.

1st, I look upon the pay-ship, as no additional expenditure; but, on the contrary, she is as usefully employed as any one ship in his Majesty's navy; answering all the purposes of a guard-ship, with a much smaller complement of hands: and though she has a double set of officers, yet the expenditure in their pay will not be double, if the commission officers be taken from amongst those on half-pay who are unfit for sea-service: of whom there are many, well qualified for such a station by their experience. Though the proper complement of men allowed her be small, yet such a ship must of course be generally very full of men, some coming in and others going out constantly; and on any sudden emergency, she may be immediately reinforced with men from the dock-yard, or soldiers, or marines from the shore on a signal made. Moreover, such a ship, stationed as above proposed, serves the port as a moveable fortification, and at a less charge, though with more advantage, than a castle fixed to one spot ashore. She will also be useful in receiving and entertaining the crew of a ship going into dock for a tide or two to clean.

2d, The expenditure occasioned by appointing a judge and a clerk of the regulating court with salaries; from the hiring or building a court room for the regulating judge and captains to do business in; from the employing examining officers with assistants; from the erection of a protection Ticket-office; from keeping a cashier, and his assistant clerk

clerk on board each pay-ship; and from the advance of mens wages in the navy, may perhaps, at first sight, appear to be a considerable additional charge on the government. But whoever will be at the pains to consider what is now paid, or lost by the methods usually employed to man his Majesty's navy, will find that, by executing the plan here laid down, very great sums would in the end be saved. Among these we may reckon the bounties given to volunteers, the hire of vessels for pressing, including the wages and provisions assigned to the officers and seamen employed in that service, as well as the frequent expence in journies to pay clerks, to, and from the naval ports on account of payments, and the extra-allowances to press-gangs on shore. This practice is likewise attended with other inconveniences. While the best hands are thus employed in compelling their fellow-creatures, the service at sea must inevitably suffer by their absence. When the men belonging to merchant ships just arrived from foreign voyages are pressed into the navy, their places are filled with an equal number of healthy and serviceable sailors from the king's ship or tender; while the pressed men, being generally tainted with scorbutic and other disorders contracted in the course of their voyage, not only become unserviceable, but also communicate their distempers to the crews with which they are mixed, especially if they are sent to sea on a foreign voyage, or cruize, before they are sufficiently recruited with greens, fresh air, and fresh provisions. In this case, a healthy volunteer is exchanged for a sick man, and the wages of both go on at the expence of the government, besides the additional charge of conduct money allowed to every such volunteer, that he may be the better able to return to his duty. On these occasions

sions likewise, he is indulged with a week's liberty, on leave of absence, during which he renders no service to his country, and is frequently tempted into desertion. For example, if an East-India ship puts into the port of Plymouth, and sixty men out of her complement are pressed; not one of these is fit to go to sea, until he shall have remained six weeks in harbour, in order to recruit his constitution; nearly the same time will be elapsed before the East-India ship from which he was pressed can be secured at her moorings in the river Thames, and the king's men who were put on board of her can be returned to their duty at Plymouth; so that the essential service of one hundred and twenty men paid and maintained by the government, is for six weeks entirely lost to their country, and so in proportion for every man pressed out of ships returning from other foreign voyages. Let me add the expence of wages, provisions, wear and tear, of his Majesty's ships that lie idle in port half manned, until they can compleat their complements; and the charge incurred by these articles will be found so enormous, that all the money necessary for the completion of this scheme will be found a trifle in comparison. I may therefore venture to affirm that the execution of it, (even without any deduction from prizes) would produce very considerable savings to the public; it would certainly prove an effectual expedient for manning the navy, without those cruel compulsive methods, which at best are encroachments on the liberty of the subject, as well as on the laws of humanity: it would preserve the lives of great numbers of seamen, and render his Majesty's service not only easy, but desirable: it would co-operate with other wholesome regulations which might be extended even to the merchants service, in promoting com-

merce, restoring proper discipline, and reviving that spirit of gallantry and emulation, by which Britain vindicated her empire over the ocean in the days of that renowned admiral.

Whose name

Was heard in thunder, thro' the affrighted shores
Of pale *Iberia*, of submissive *Gaul*,
And *Tagus* trembling to his utmost source.
O ever faithful, vigilant and brave,
Thou bold asserter of *Britannia's* fame,
Unconquerable *Blake*!

The more I consider the plan which I have thus offered to the public, new improvements occur, and fresh advantages appear as the consequences of its being carried into execution: I shall therefore add some further reflections on these heads, just as they arise in my own mind; and endeavour to obviate such objections as might otherwise be started, should it ever fall under the consideration of the legislature,

It may be necessary to ascertain by limits of land, what are to be deemed foreign voyages, and what shall pass under the denomination of coasting, or home trade; that no disputes or perplexities may arise in the execution of the scheme. Orders may be given that no women but such as are known to be the wives of seamen, shall pass the grated bulkheads already described, though others may converse with them at the gratings.

By this regulation, all those scenes of abandoned lewdness will be prevented, which at present debauch the morals, and destroy the health of the seamen; on the contrary, matrimony being encouraged, will naturally introduce a more sober and regular course of life, and be productive of a young generation, which may serve as a nursery for a new
race

race of seamen. In order to corroborate and concur with this salutary measure, the duties of religion ought to be regularly performed by the chaplain, who should receive no pay, unless he earned it by a diligent and faithful attendance. At the same time the officers ought to discountenance all libertinism and excess, encourage morality, and set an example of order and *moderation*. As the payment of large sums at once to the seamen who are already in the service might be attended with riot, extravagance, and other dangerous consequences, it might be expedient to issue a proclamation, directing the wives of such seamen to procure certificates of their marriage, to be granted without fee or reward, enter them in a particular register-book for that purpose, to be kept by the ministers of the respective parishes where they reside, and to be by them transmitted at a certain time or times to the Pay-office; mean while the seamen should have liberty to grant powers of attorney for paying to their wives two or three months wages, according to the time they have served, so as to reduce the sum total within moderate bounds, and prevent those excesses which generally happen when a sailor has more money than prudence to manage it. They ought also to be supplied with a certain proportion for their own occasions at present, so as the money now due to them may not amount to a great sum to be received at once: not that I apprehend they will have the least inclination to desert, while they find themselves indulged in all these and other particulars hereafter described. The money likewise to be paid seamen by this scheme will circulate kindly and freely among them, without their being gorged all at once with more than they can conveniently use. One seaman will supply another, until it shall be his turn to be paid; and thus, the whole

crew will be moderately provided, and reciprocally assisted; while the tickets and final payments will constitute a bank, or nest egg, for the benefit of their families, and the execution of schemes for their future subsistence. The officers of the revenue who are not in the naval department, cannot be much incommoded by that part of the plan, which relates to their paying the seamen's wives, &c. In London, which is the great mart for sailors, the business will be wholly transacted at the Ticket-office and Regulating-court to be established, and at the Pay-office now in being. The collector of the customs of the out-ports and his clerks have little to do in time of war; so that this extra-duty will not be any hardship upon them, and where the pay-ships are stationed, they will be wholly eased of their trouble. The office, or officers for paying money to seamen and their families in places where there is no naval department for that purpose, may be limited to the receivers-general of the land-tax, the collectors of the customs in out-ports, and the collectors of the excise in the inland-parts of the kingdom, nor will the collectors of the out-ports be troubled with lotting men in ships from foreign voyages, except when those men escape his Majesty's ships, or when there are no ships of war in the port. With respect to the payment on board of the pay-ships, if a cashier and assistant from the pay-office, should not be found sufficient, a few ordinary clerks to be borne on the ships books, may be appointed to act under their direction.

If the plan which I have proposed, appears practicable and effectual, no time ought to be lost in carrying it into execution; it may be prosecuted during the present summer with such vigour and dispatch, as will give new life to our operations against the enemy, and contribute to a speedy and suc-

successful conclusion of the war ; and it may be accomplished with the more ease, as upwards of 60,000 seamen are already secured in the service.

Orders may be forthwith given to equip the pay-ships, and place them in their stations without loss of time : and such articles of the scheme as do not absolutely require the sanction of a law, may be incorporated with, or added to the rules and regulations of the navy. The other clauses, to be confirmed by the authority of parliament, may be introduced in the bill now depending, or by a bill formed on a well digested plan for manning the navy : but in the mean time it may not be improper if those clauses that may be adopted were printed for the information of the public ; that the seamen may be apprized of the intention of the legislature, and be prepared to comply with the terms proposed, by a certain day, such as the 20th of June next ensuing. If this precaution be taken, I will venture to prognosticate that they will embrace the proffered protections, and crowd into the service according to the allotted proportions. Such a number of volunteers will enter, as not only to enable the government to man every ship which is ready for sea-service, but also on any sudden emergency to equip strong squadrons at home in order to guard the country from invasion. Provided those men are dismissed immediately after the service is over, for which they may be called, and a scrupulous regard is paid to those articles of the contract between them and the public, in which they confided ; there will then be no occasion for laying embargoes, or having recourse to such violent and extraordinary methods of pressing, as are commonly practised on such occasions. I call them extraordinary, because many persons are pressed with protections in their pockets : such violation of good faith, instead of answering the purpose of
manning

manning the navy, has produced a quite contrary effect, which at some time or other may prove fatal to the public: it has destroyed all confidence between the government and its valuable subjects. The seamen upon the least suspicion of sudden service, retreat to lurking places, where they will rather expose themselves to the hazard of starving, than run the risque of being pressed on board ships of war; the navy in consequence will be in want of hands, and therefore must remain inactive. The enemy, mean while may land on our coast without opposition, and even burn our ships before we can procure men to defend them. Even though no such calamity should happen, the labour of secreted men is lost to the public, and this loss chiefly falls upon the commerce of the kingdom. But, should the scheme which I have proposed take effect, no seaman will ever have occasion to conceal himself; he will chearfully follow his employment without insult or molestation; he will chearfully render the service he owes to his king and country; he will provide for his family by his daily labour, and when the occasion that called him on board, no longer subsists, he will go ashore and enjoy them in safety. Every person concerned in trade will acknowledge how much it imports the commerce of the nation, to protect the seaman in the exercise of his employment, and surely he is well entitled to this protection, after he has taken the chance for contributing to the public service; nor will any seaman liable to the oppression which at present prevails in the navy scruple to undergo the lot, by which he has the chance of three to one in his favour for escaping. He will, on the contrary, court with eagerness this decision, as the king's service will be so much altered for the better; and the temptation to engage in the service of the merchants, in a great measure removed by the
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the limitations, and restrictions proposed in this plan.

But the number of volunteers, may be still further augmented by another expedient, which I shall now explain. Let those who are already in the service enjoy the benefit of this plan, by allowing one half of the time they have served, since the commencement of the war, as part of the term of three years service; so that at the expiration of the remainder they may have liberty-tickets, provided they will now declare themselves chearful volunteers: let them likewise be indulged from and after the first day of November next, when it is proposed that all seamen should be paid within six months, with one, or more month's leave of absence, according to the time they have served, then they may come round to their respective ships, by the channel of the pay-ships, in the same manner as the new men are entered. This measure may be safely taken in the winter, when the capital ships are generally recalled into port, as well as at several different periods between the first of November and the beginning of March. By which means there may be a continual rotation of going out, and coming in, without any danger of leaving the navy destitute of a sufficient number of hands. The volunteers procured by this plan, will not have a title to any liberty, till after the expiration of twelve months, nor be discharged until the term of three years be elapsed: the places of those who go ashore, will be fully supplied, and no inconvenience will arise from this indulgence.

Many weighty, and indeed insurmountable objections have been made to a compulsive register of seamen, in a free country like England: but, here a general register will be obtained by the voluntary casting of lots, without the least compulsion, or infringement on the liberties of the subject: and

and though, by this method of casting lots, one only out of four is secured to the service, and at the end of three years, he will be at liberty : yet the other three will have taken their chances again, and there will also be a constant rotation of seamen returning from the longest voyages.

If we proceed in the manner which is at present practised, for manning the navy, a greater number of seamen will be destroyed in a few years of war, than can possibly be supplied by the trade ; for commerce itself must languish, when it is found impracticable to fit out a merchant-ship, without seducing men from the navy ; and no new nursery will be raised, while the hands are so exposed to oppression, &c.

All these difficulties however will vanish if the plan which I have now delineated, should be adopted by the legislature. A much smaller number of men will suffice for the navy ; as no seaman will be called off from the essential parts of his duty, in order to compose press-gangs on shore, man pressing tenders at sea, or go on board merchant ships in the room of pressed men, nor drove into concealment by violences ; the government will be eased of a considerable part of the expence, which it now incurs by maintaining such a number of sick, and unserviceable men. As the number of sick, &c. will be considerably diminished, the loss of men cannot be so great ; and consequently the navy will have less occasion for continual supplies. In a word, I hope the plan which I have explained, will be found, upon mature deliberation, well calculated to man the British navy, with the greatest ease to the subject, and the greatest advantage to the public.

Vindex libertatis et commercii.

A P E N D I X.

APPENDIX.

State of the payment, &c, of a seaman's wages, by this plan, for three years, or thirty-six months (of twenty-eight days each), actual sea service, exclusive of eight weeks liberty, and four weeks supposed on port-pay, at his first entry, viz.

			Months pay		
A seaman will be paid of his first six months service, being the first period	Advance	-	-	2	in cash, bedding, and slops.
	To his wife or other attorney	-	1	ditto.	
At the expiration of 12 months, or second period	To the wife, &c.	-	-	3	cash.
	To the seaman	-	-	2	ditto.
At the expiration of 18 months, or third period	To ditto by advance on returning	-	-	3	- and indulged with 4 weeks liberty.
	To the wife, &c.	-	-	1	ditto and his port-pay also.
	To the seaman	-	-	4	ditto.
At the expiration of 24 months, or fourth period	To ditto	-	-	6	by ticket.
	To the wife, &c.	-	-	1	cash.
	To the seaman	-	-	1	ditto.
At the expiration of 30 months, or fifth period	To ditto	-	-	4	by ticket.
	To the wife, &c.	-	-	1	cash.
	To the seaman	-	-	1	ditto.
At the expiration of 36 months and last period	To ditto	-	-	4	by ticket.
	To the wife, &c.	-	-	1	cash.
	To the seaman	-	-	1	ditto.
	To ditto	-	-	4	by ticket.
	To ditto	-	-	6	arrear.
		-	-	12	-
Total				36	months actual sea-service.

From

From this state of payment, it is to be observed there is but eight weeks liberty in three years service, which surely cannot be thought unreasonable, especially as it is not attended with any expence to the government; and but three tickets of four months each, in that time granted, before the seaman's final discharge; and as the first will not be wanted till after eighteen months service, it will give sufficient time to prepare a proper form, and method for payment of such ticket, or tickets: the fourth and last ticket-payment not becoming due till the expiration of his service, which ticket, together with his six months arrears, make twenty-two months of the thirty-six, to center for payment at the proper Pay-office in London; to which add six months payable to the wife, or other attorney, is twenty-eight; and the first two months advanced on board the pay-ship makes thirty, of the thirty-six months, payable in Great-Britain or Ireland only; and as great part of the other six months to be paid in cash to the seaman himself, will frequently occur at home, very little money appropriated to this part of naval service will go, or be spent out of the kingdom, except in long voyages, when the seamen will really want it (and it is absolutely necessary he should have it) to procure refreshment from the shore wheresoever he may be, though I dare say almost every seaman (except in such cases) will delay the receiving those payments, till he can enjoy it in his native country, at the periods of liberty to he indulged him by this plan, when the ship he is, on board of, may arrive, or be in the ports of Great-Britain, or Ireland, or will wait contented till such opportunity occur; perhaps many will desire to continue, and serve chearfully till the period of two years service, in order to enjoy two months liberty and indulgence together: especially the

the north-country seamen, whose families are at a great distance from his Majesty's naval ports.

By this plan, and by these regulations, the many evils attending the present method of paying a whole ship's company together, and particularly on the point of sailing, will be avoided, which has frequently not only endangered the ship in getting out of port, but been productive of gaming, and other great irregularities at sea, as well as at the first foreign port the ship arrived at; insomuch that it has been often found necessary by the commanders, (especially in ports where wine, and other spirituous liquors abound) to cut off almost all communication with the shore; and instances have happened on such restrictions, that the seamen in a fit of rage have thrown their money over board; but let us turn our eyes on shore, and to the original cause, and we shall find some landmen have long been guilty of greater folly and indiscretion in obliging, and forcing the seamen to carry such large sums of money out of the kingdom (for want of better regulations) to throw away among foreigners, never to return; when it may by this plan, or some such method, be contrived chiefly to circulate, and center among ourselves, either at home, or in our own settlements abroad: and is a matter, I must acknowledge, as well as many others in this scheme, more worthy the attention of those in the service of the government, and at the helm of our naval affairs, who have the superior advantages of collecting materials not only from the various ranks of officers in his Majesty's fleet, but also from the publick offices, &c. &c. in the marine department, and consequently thereby better enabled to delineate a plan for such and other purposes to regulate the marine system, than *one* who has not had the honour of the command of a

ship of *war*, or *flag* : yet (if the expression may be allowed) was honoured with the command of capital ships in commerce, viz. two in the East-India company's service, and therein appointed *commo-*
dore of their squadron of galleys, grabs, gallivats, and all other their marine force at Bombay, and on the Malabar coast ; to protect their trade against Angria's pyracies ; but has been for some time past engaged in husbandry, improving his own estate, and directing the plow.

POSTSCRIPT,

P O S T S C R I P T.

BEFORE I dismiss the subject, it will not be amiss to throw in some hints of advice to all those who are *sailors* by profession, touching the regulation of their private conduct. It is to be hoped that they will not by their folly and indiscretion forfeit the benefits that may be conferred upon them by the legislator; but endeavour to deserve encouragement, by a diligent attention to the duties of their calling, a willing obedience to the orders of their superiors, and by a sober, decent, and circumspect behaviour in every situation of life; it is expected that they will refrain from swearing, riot, and debauchery; and that they will strive to obtain virtuous and industrious wives, and cultivate the blessings of matrimony, in which they will find more real enjoyment, than in all the licentious pleasures, which they now pursue. If they have any regard to their own happiness, they will also avoid running in debt to landlords and landladies, and other despicable wretches; by whom they are cheated, oppressed, and often exposed to shame and disgrace. They, or their families need never be in want, nor will they have any occasion to sell their tickets, as they will know the stated periods at which the payments are made, if this plan is adopted; and may wait for them without any fear of disappointment.

Thus the seaman may recover and preserve his credit and reputation, and enjoy his innocent pleasures at the same time: no surly landlord will have it in his power to lock him up in a cold garret,

ret, like a felon, neglect his request, score him double for every thing he has, and threaten him with an arrest, or notice to a press-gang in case he should complain : he will be always free, and independent ; he will be respected as one of those brave fellows who protect the trade, and property of the nation ; when he has money in his pocket, he may spend it freely, and then (as the song goes)

AWAY TO SEA FOR MORE,

F I N I S.



